

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

58

Mecklenburg County
Town of Boynton
Town of Chase City
Town of Clarksville
Town of LaCrosse
Town of South Hill

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
1	1.99	1200	G	From:	North Carolina State Line				C	0.091	F	0.531	1200	G	2003	
				To:	58-712											
1	6.98	1900	G	From:	US 58 Big Fork				F	0.085	F	0.573	1900	G	2003	
				To:	US 58 Near SWCL South Hill											
1	3.43	8200	G	From:	US 58				F	0.086	F	0.539	8700	G	2003	
				To:	US 58 BUS; US 1											
1	0.17	110	R	From:					NA			NA		1993		
				To:	SCL South Hill											
Town of South Hill																
1	1.89	5200	G	From:	SCL South Hill				C	0.093	F	0.506	5500	G	2003	
				To:	Locust St											
1	0.28	7000	G	From:	Plank Rd				F	0.09	F	0.559	7400	G	2003	
				To:	Goodes Ferry Blvd											
1	0.09	8400	G	From:	Mecklenburg Ave				F	0.087	F	0.528	8900	G	2003	
				To:	Danville St											
1	0.23	9600	G	From:	US 58 BUS; SR 47 Atlantic St				F	0.085	F	0.505	8300	G	2003	
				To:	Windsor St											
1	0.08	7600	G	From:	E Ferrell St				F	0.092	F	0.539	8000	G	2003	
				To:	NCL South Hill											
1	0.58	8800	G	From:					F	0.090	F	0.503	9300	G	2003	
				To:												
1	2.26	6000	G	From:					C	0.096	F	0.526	6300	G	2003	
				To:												
Mecklenburg County																
1	3.54	1800	G	From:	NCL South Hill				F	0.091	F	0.657	1800	G	2003	
				To:	Brunswick County Line											
4	4.53	530	G	From:	North Carolina State Line				F	0.087	F	0.505	530	G	2003	
				To:	South End Of John H. Kerr Dam											
4	0.53	920	N	From:	North End of John H. Kerr Dam				N	0.107	N	0.61	920	N	2003	
				To:	58-707 China Grove Rd, Castle Heights											
4	1.46	920	G	From:	58-707 Castle Heights				C	0.107	F	0.61	920	G	2003	
				To:	US 58 Gills											
15	4.76	2900	G	From:	North Carolina State Line				C	0.089	F	0.514	2900	G	2003	
				To:	58-722 Noblin Farm Rd											
15	0.59	6800	G	From:	SCL Clarksville				F	0.101	F	0.518	6700	G	2003	
				To:												
Town of Clarksville																
15	0.73	6800	N	From:	SCL Clarksville				N	0.101	N	0.518	6700	N	2003	
				To:	US 58											
15	0.88	8000	G	From:	NCL Clarksville				C	0.101	F	0.528	8000	G	2003	
				To:												

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Mecklenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
15	0.84	8000	N	From:	NCL Clarksville				N	0.101	N	0.528	8000	N	2003	
				To:												
15	1.60	6500	G	From:	US 58 East of Clarksville				F	0.086	F	0.533	6400	G	2003	
				To:												
15	6.83	1700	G	From:	SR 49 Near Dortch Store				C	0.101	F	0.515	1700	G	2003	
				To:	Charlotte County Line											
Town of South Hill																
47	W Atlantic Street	0.63	7400	G	From:	Mecklenburg Ave				F	0.086	F	0.548	7400	G	2003
					To:											
47	W Atlantic Street	0.23	6300	G	From:	Thomas St				C	0.083	F	0.621	6200	G	2003
					To:											
47	W Atlantic Street	0.39	6700	G	From:	Opie Rd				F	0.092	F	0.656	6600	G	2003
					To:	WCL South Hill										
Mecklenburg County																
47		7.70	3500	G	From:	WCL South Hill				F	0.082	F	0.631	3500	G	2003
					To:											
47		5.28	3200	G	From:	58-664 Pettys Corner				F	0.088	F	0.613	3200	G	2003
					To:											
47		1.46	3000	G	From:	58-660				C	0.083	F	0.612	3000	G	2003
					To:											
47		5.20	4200	N	From:	58-600				N	0.091	N	0.501	4200	N	2003
					To:	ECL Chase City										
Town of Chase City																
47	E Second Street	0.48	4200	G	From:	ECL Chase City				C	0.091	F	0.501	4200	G	2003
					To:											
47	E Second Street	0.21	7500	G	From:	Drew St				F	0.1	F	0.512	7400	G	2003
					To:											
47	E Second Street	0.05	7500	N	From:	186-5 Marshall St				N	0.1	N	0.512	7400	N	2003
					To:											
47	49 N Main Street	0.24	7700	G	From:	SR 49, SR 92				F	0.088	F	0.523	7600	G	2003
					To:											
47	49 N Main Street	1.02	6700	G	From:	E FIFTH ST				C	0.094	F	0.548	6600	G	2003
					To:	SR 49, WCL Chase City										
Mecklenburg County																
47		5.54	1900	G	From:	SR 49, WCL Chase City				F	0.086	F	0.544	1900	G	2003
					To:	Charlotte County Line										
49		8.64	1400	G	From:	Halifax County Line				C	0.089	F	0.568	1400	G	2003
					To:	US 58 West Clarksville										
49	58	1.75	12000	G	From:	US 58 East of Clarksville				F	0.085	F	0.52	12000	G	2003
					To:	WCL Clarksville										
Town of Clarksville																
49	58	0.97	9500	G	From:	WCL Clarksville				F	0.083	F	0.517	9400	G	2003
					To:											
49	15	0.88	8000	G	From:	RT 15 & RT 58				C	0.101	F	0.528	8000	G	2003
					To:	CL Clarksville										

Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																	
<div>49</div>	<div>15</div>	0.84	8000	N	From	CL Clarksville					N	0.101	N	0.528	8000	N	2003
					To	92%	1%	3%	1%	4%							
<div>49</div>	<div>15</div>	1.60	6500	G	From	US 58 EAST OF CLARKSVILLE					F	0.086	F	0.533	6400	G	2003
					To	87%	0%	3%	1%	8%							
<div>49</div>		2.06	2700	G	From	US 15 NEAR DORTCH STORE					F	0.101	F	0.511	2700	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>		5.90	2500	G	From	58-609					F	0.103	F	0.553	2500	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>		3.92	2400	G	From	58-696					F	0.09	F	0.563	2300	G	2003
					To	93%	1%	3%	0%	3%							
Town of Chase City																	
<div>49</div>	W Second Street	0.23	2100	G	From	WCL Chase City					C	0.094	F	0.513	2100	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>	W Second Street	0.56	6400	G	From	SR 92					C	0.097	F	0.559	6300	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>	E Second St	0.19	6900	G	From	Endly St					F	0.094	F	0.552	6800	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>	N Main Street	0.24	7700	G	From	N Main St					F	0.088	F	0.523	7600	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>	N Main Street	1.02	6700	G	From	E Second St					F	0.088	F	0.523	7600	G	2003
					To	93%	1%	3%	0%	3%							
<div>49</div>	N Main Street	1.02	6700	G	From	E Fifth St					C	0.094	F	0.548	6600	G	2003
					To	92%	1%	2%	1%	4%							
Mecklenburg County																	
<div>49</div>		3.95	1300	G	From	SR 47					F	0.083	F	0.514	1300	G	2003
					To	89%	0%	4%	1%	6%							
Lunenburg County Line																	
<div>58</div>		2.96	4900	G	From	Halifax County Line					F	0.084	F	0.581	4900	G	2003
					To	83%	1%	2%	1%	13%							
<div>58</div>		2.99	5800	G	From	58-735					F	0.078	F	0.511	5700	G	2003
					To	83%	1%	2%	1%	13%							
<div>58</div>		1.75	12000	G	From	SR 49 West of Clarksville					F	0.085	F	0.52	12000	G	2003
					To	83%	1%	2%	1%	13%							
WCL Clarksville																	
Town of Clarksville																	
<div>58</div>		0.97	9500	G	From	WCL Clarksville					F	0.083	F	0.517	9400	G	2003
					To	83%	1%	2%	1%	13%							
<div>58</div>	<div>15</div>	0.88	8000	G	From	W US 15					C	0.101	F	0.528	8000	G	2003
					To	92%	1%	3%	1%	4%							
CL Clarksville																	
Mecklenburg County																	
<div>58</div>	<div>15</div>	0.84	8000	N	From	CL Clarksville					N	0.101	N	0.528	8000	N	2003
					To	92%	1%	3%	1%	4%							
<div>58</div>		8.28	4200	A	From	E US 15 & SR 49					C	0.108</					

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Mecklenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
<div><div>58</div></div>	0.92	5300	G	<div><div>From:</div><div>84%</div></div>		<div><div>To:</div><div>SR 92</div></div>				F	0.085	F	0.531	5300	G	2003	
<div><div>58</div></div>	4.87	5800	G	<div><div>From:</div><div>84%</div></div>	1%	<div><div>To:</div><div>SR 386</div></div>				F	0.085	F	0.617	5900	G	2003	
<div><div>58</div></div>	4.23	5300	G	<div><div>From:</div><div>84%</div></div>	1%	<div><div>To:</div><div>SR 4</div></div>				F	0.08	F	0.514	5300	G	2003	
<div><div>58</div><div>1</div></div>	3.43	8200	G	<div><div>From:</div><div>92%</div></div>	0%	<div><div>To:</div><div>US 1 Big Fork</div></div>				F	0.086	F	0.539	8700	G	2003	
<div><div>58</div></div>	2.59	11000	G	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>US 1 Near SWCL South Hill</div></div>				F	0.089	F	0.548	11000	G	2003	
<div><div>To:</div><div>SCL South Hill; Maple Lane</div></div>																	
Town of South Hill																	
<div><div>58</div></div>	0.69	11000	N	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>SCL South Hill; Maple Lane</div></div>				N	0.089	N	0.548	11000	N	2003	
<div><div>58</div></div>	E Atlantic Street	0.29	19000	G	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>BUS US 58; Country Ln</div></div>				F	0.080	F	0.506	19000	G	2003
<div><div>To:</div><div>ECL South Hill; I-85</div></div>																	
Mecklenburg County																	
<div><div>58</div></div>	1.27	14000	G	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>ECL South Hill; I-85</div></div>				F	0.084	F	0.515	13000	G	2003	
<div><div>To:</div><div>WCL LaCrosse</div></div>																	
Town of LaCrosse																	
<div><div>58</div></div>	0.52	14000	N	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>WCL LaCrosse</div></div>				N	0.084	N	0.515	13000	N	2003	
<div><div>To:</div><div>ECL LaCrosse</div></div>																	
Mecklenburg County																	
<div><div>58</div></div>	0.61	14000	N	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>ECL LaCrosse</div></div>				N	0.084	N	0.515	13000	N	2003	
<div><div>58</div></div>	1.98	11000	G	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>58-644</div></div>				F	0.077	F	0.51	11000	G	2003	
<div><div>To:</div><div>WCL Brodnax</div></div>																	
Town of Brodnax																	
<div><div>58</div></div>	0.46	11000	N	<div><div>From:</div><div>79%</div></div>	1%	<div><div>To:</div><div>WCL Brodnax</div></div>				N	0.077	N	0.51	11000	N	2003	
<div><div>To:</div><div>Brunswick County Line</div></div>																	
Town of Boydton																	
<div><div>Bus</div><div>58</div></div>	0.48	1700	G	<div><div>From:</div><div>96%</div></div>	1%	<div><div>To:</div><div>US 58 West of Boydton</div></div>				F	0.102	F	0.56	1700	G	2003	
<div><div>Bus</div><div>58</div></div>	0.55	1200	G	<div><div>From:</div><div>96%</div></div>	1%	<div><div>To:</div><div>SR 92</div></div>				C	0.123	F	0.632	1200	G	2003	
<div><div>To:</div><div>NCL Boydton</div></div>																	
Mecklenburg County																	
<div><div>Bus</div><div>58</div></div>	0.05	1200	N	<div><div>From:</div><div>96%</div></div>	1%	<div><div>To:</div><div>NCL Boydton</div></div>				N	0.123	N	0.632	1200	N	2003	
<div><div>To:</div><div>US 58 East of Boydton</div></div>																	
<div><div>Bus</div><div>58</div><div>1</div></div>	Danville St	0.16	5200	N	<div><div>From:</div><div>92%</div></div>	0%	<div><div>To:</div><div>US 1 North</div></div>				N	0.093	N	0.506	5500	N	2003
<div><div>To:</div><div>SCL South Hill</div></div>																	
Town of South Hill																	
<div><div>Bus</div><div>58</div><div>1</div></div>	Danville St	1.89	5200	G	<div><div>From:</div><div>92%</div></div>	0%	<div><div>To:</div><div>SCL South Hill</div></div>				C	0.093	F	0.506	5500	G	2003
<div><div>Bus</div><div>58</div><div>1</div></div>	Danville St	0.28	7000	G	<div><div>From:</div><div>92%</div></div>	0%	<div><div>To:</div><div>Locust St</div></div>				F	0.09	F	0.559	7400	G	2003
<div><div>To:</div><div>Plank Rd</div></div>																	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																
Bus 58 1 Danville St	0.09	8400	G	From 92%	Plank Rd 0%	3%	1%	3%	0%	F	0.087	F	0.528	8900	G	2003
Bus 58 1 Danville St	0.23	9600	G	To 92%	Goodes Ferry Blvd 0%	3%	1%	3%	0%	F	0.089	F	0.505	10000	G	2003
Bus 58 1 Mecklenburg Ave	0.16	7800	G	To 94%	Mecklenburg Ave Danville St 0%	2%	1%	3%	0%	F	0.085	F	0.505	8300	G	2003
Bus 58 Atlantic St	0.48	12000	N	To 94%	US 1; SR 47 Atlantic St US 1; SR 47 0%	2%	1%	2%	0%	N	0.079	N	0.511	13000	N	2003
Bus 58 Atlantic St	0.66	12000	G	To 94%	Windsor St US 58 0%	2%	1%	2%	0%	C	0.079	F	0.511	13000	G	2003
Mecklenburg County																
North 85	4.23	12000	A	From 78%	North Carolina State Line 1%	1%	0%	18%	1%	C	0.142	A		11000	A	2003
	Combined Traffic:	25000	F	76%	1%	1%	0%	20%	1%	C	0	A	0.578	21000	F	
North 85	8.14	12000	G	To 78%	58-903 1%	1%	0%	18%	1%	F	0.074	F		10000	G	2003
	Combined Traffic:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G	
Town of South Hill																
North 85	0.25	12000	G	From 78%	SCL South Hill 1%	1%	0%	18%	1%	F	0.074	F		10000	G	2003
	Combined Traffic:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G	
North 85	2.53	11000	G	To 78%	US 58 1%	1%	0%	18%	1%	F	0.075	F		9100	G	2003
	Combined Traffic:	21000	G	76%	1%	1%	0%	20%	1%	F	0.073	F	0.536	17000	G	
North 85	0.53	7500	G	To 78%	US 1 1%	1%	0%	18%	1%	F	0.082	F		6300	G	2003
	Combined Traffic:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
Mecklenburg County																
North 85	3.84	7500	G	From 78%	NCL South Hill 1%	1%	0%	18%	1%	F	0.082	F		6300	G	2003
	Combined Traffic:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
South 85	4.59	12000	F	To 75%	Brunswick County Line North Carolina State Line 1%	1%	0%	21%	1%	C	0.147	B		11000	F	2003
	Combined Traffic:	25000	F	76%	1%	1%	0%	20%	1%	C	NA			21000	F	
South 85	7.78	9800	G	To 75%	58-903 1%	1%	0%	21%	1%	F	0.073	F		8200	G	2003
	Combined Traffic:	22000	G	76%	1%	1%	0%	20%	1%	F	NA			19000	G	
Town of South Hill																
South 85	0.40	9800	G	From 75%	SCL South Hill 1%	1%	0%	21%	1%	F	0.073	F		8200	G	2003
	Combined Traffic:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G	
South 85	2.72	9800	G	To 75%	US 58 1%	1%	0%	21%	1%	F	0.074	F		8300	G	2003
	Combined Traffic:	21000	G	76%	1%	1%	0%	20%	1%	F	NA			17000	G	

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						2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																
South (85)	0.29	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G	2003
Combined Traffic:		18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
				From:	US 1											
				To:	NCL South Hill											
Mecklenburg County																
South (85)	3.74	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G	2003
Combined Traffic:		18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
				From:	NCL South Hill											
				To:	Brunswick County Line											
Town of Boydton																
(92)	0.32	1300	G	97%	0%	1%	0%	1%	0%	C	0.102	F	0.694	1300	G	2003
				From:	US 58 Bus											
				To:	NCL Boydton											
Mecklenburg County																
(92)	9.25	1300	N	97%	0%	1%	0%	1%	0%	N	0.102	N	0.694	1300	N	2003
				From:	NCL Boydton											
				To:	SCL Chase City											
Town of Chase City																
(92) S Main Street	0.44	3400	G	93%	1%	2%	1%	3%	0%	C	0.112	F	0.582	3400	G	2003
				From:	SCL Chase City											
(92) S Main Street	0.23	3700	G	93%	1%	2%	1%	3%	0%	F	0.107	F	0.568	3700	G	2003
				From:	"B" ST											
(92) N Main Street	0.21	5000	G	93%	1%	2%	1%	3%	0%	F	0.098	F	0.549	4900	G	2003
				From:	Sycamore St											
(92) (49) E Second St	0.19	6900	G	93%	1%	3%	0%	3%	0%	F	0.094	F	0.552	6800	G	2003
				From:	E Second St											
(92) (49) W Second Street	0.56	6400	G	93%	1%	3%	0%	3%	0%	C	0.097	F	0.559	6300	G	2003
				From:	SRT 49											
(92)	0.22	3800	G	91%	0%	3%	1%	4%	0%	C	0.096	F	0.524	3700	G	2003
				From:	ENDLY ST											
				To:	N SR 49											
				To:	WCL Chase City											
Mecklenburg County																
(92)	3.42	3800	N	91%	0%	3%	1%	4%	0%	N	0.096	N	0.524	3700	N	2003
				From:	WCL Chase City											
(92)	0.21	3800	N	91%	0%	3%	1%	4%	0%	N	0.096	N	0.524	3700	N	2003
				From:	58-609; 58-684											
(92)	1.52	3800	N	91%	0%	3%	1%	4%	0%	N	0.096	N	0.524	3700	N	2003
				From:	58-600											
				To:	Charlotte County Line											
Town of South Hill																
(138)	0.38	3300	G	89%	1%	2%	1%	7%	0%	F	0.095	F	0.577	3300	G	2003
				From:	US 1											
				To:	NCL South Hill											
Mecklenburg County																
(138)	2.89	2800	G	89%	1%	2%	1%	7%	0%	C	0.089	F	0.53	2800	G	2003
				From:	NCL South Hill											
				To:	Lunenburg County Line											
(600)	0.84	90	R								NA			NA		08/14/2001
				From:	Charlotte County Line											
(600)	0.91	70	R								NA			NA		08/14/2001
				From:	SR 92 WEST											
(600)	0.17	220	R								NA			NA		08/14/2001
				From:	SR 92 MID											
(600)	2.54	330	R								NA			NA		1998
				From:	58-609											
				To:	SR 92 EAST											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(600)	0.72	330	R	From:	SR 92 EAST						NA		NA		1998	
				To:												
(600)	2.23	310	G	96%	2%	1%	0%	0%	0%	C	0.1	F	0.613	310	G	2003
				To:	58-671											
(600)	3.65	60	R	From:	58-671 SOUTH						NA		NA		08/06/2001	
				To:												
(600)	0.78	90	R	From:	58-680						NA		NA		08/06/2001	
				To:	SR 47											
(601)	0.80	80	R	From:	Halifax County Line						NA		NA		10/29/2001	
				To:												
(601)	1.76	160	R	From:	58-789						NA		NA		1998	
				To:	58-732											
(602)	0.90	320	G	94%	2%	2%	1%	2%	0%	F	0.111	F	0.569	320	G	2003
				To:	58-789											
(602)	2.00	280	G	94%	2%	2%	1%	2%	0%	C	0.11	F	0.516	280	G	2003
				From:	58-735											
(602)	0.66	60	R	To:	Dead End						NA		NA		10/24/2001	
				From:	Charlotte County Line											
(603)	0.30	60	R	To:	58-607						NA		NA		1998	
				From:	SR 47											
(603)	2.00	100	R	From:	North Carolina State Line						NA		NA		09/24/2001	
				To:	58-738											
(604)	1.60	45	R	From:	SR 49						NA		NA		09/24/2001	
				To:	58-737											
(604)	1.90	90	R	From:	58-737						NA		NA		1998	
				To:	Halifax County Line											
(604)	0.70	70	R	To:	Halifax County Line						NA		NA		09/24/2001	
				From:	58-609											
(605)	0.90	70	R	To:	58-695						NA		NA		08/14/2001	
				From:	Charlotte County Line											
(605)	0.20	70	R	To:	Charlotte County Line						NA		NA		1998	
				From:	North Carolina State Line											
(606)	1.20	220	R	To:	SR 49						NA		NA		1998	
				From:	Charlotte County Line											
(607)	0.70	100	R	To:	58-603						NA		NA		1998	
				From:	Dead End											
(608)	0.80	60	R	To:	US 58						NA		NA		08/14/2001	
				From:	58-660											
(608)	2.10	80	R	To:	58-660						NA		NA		1998	
				From:	SR 49											
(609)	2.32	390	G	91%	2%	5%	0%	1%	0%	F	0.106	F	0.645	390	G	2003
				To:	58-763 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
(609)	1.68	330	G	From:	58-763 SOUTH				F	0.092	F	0.590	320	G	2003		
				To:	58-640 NORTH												
(609)	2.20	200	G	From:	58-610 NORTH				F	0.142	F	0.509	200	G	2003		
				To:	58-695												
(609)	2.30	290	G	From:	58-687				F	0.137	F	0.526	290	G	2003		
				To:	SR 92; 58-684												
(609)	1.70	530	G	From:					C	0.161	F	0.518	530	G	2003		
				To:	Charlotte County Line												
(610)	1.00	290	R	From:	Charlotte County Line				NA			NA		1998			
				To:	58-609 SOUTH												
(610)	1.90	140	R	From:	58-609 NORTH				NA			NA		1998			
				To:	58-696												
(611)	1.50	310	R	From:	58-626				NA			NA		1998			
				To:	Brunswick County Line												
(612)	1.32	560	R	From:	Brunswick County Line				NA			NA		1998			
				To:	1.32 MI NW OF CL												
(612)	0.05	560	R	From:					NA			NA		1998			
				To:	58-903												
(613)	0.35	20	R	From:	SR 49				NA			NA		09/24/2001			
				To:	Dead End												
(614)	0.80	80	R	From:	Dead End				NA			NA		07/10/2001			
				To:	58-903												
(615)	1.82	270	R	From:	58-707				NA			NA		10/15/2001			
				To:	58-678												
(615)	1.62	180	R	From:					NA			NA		10/15/2001			
				To:	SR 4												
(615)	2.93	140	G	From:	81%	3%	6%	1%	10%	0%	F	0.100	F	0.516	140	G	2003
				To:	58-669												
(615)	3.46	210	G	From:	81%	3%	6%	1%	10%	0%	C	0.092	F	0.55	200	G	2003
				To:	US 1												
(615)	1.60	630	G	From:	81%	3%	6%	1%	10%	0%	F	0.1	F	0.516	620	G	2003
				To:	58-903												
(616)	0.25	120	R	From:	SR 4				NA			NA		1998			
				To:	58-710												
(616)	2.10	260	R	From:					NA			NA		1998			
				To:	58-711												
(617)	0.90	150	R	From:	Dead End				NA			NA		07/10/2001			
				To:	58-903												
(617)	2.30	730	R	From:					NA			NA		1998			
				To:	58-618												

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						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
(618)	1.37	140	G	From: 58-903	96%	1%	2%	1%	1%	0%	F	0.143	F	0.756	140	G	2003
(618)	1.64	270	G	To: 58-619	96%	1%	2%	1%	1%	0%	F	0.107	F	0.649	270	G	2003
(618)	2.63	740	G	To: 58-617	96%	1%	2%	1%	1%	0%	F	0.103	F	0.546	740	G	2003
(618)	2.34	1000	G	To: 58-769	96%	1%	2%	1%	1%	0%	F	0.101	F	0.557	1000	G	2003
(618)	0.58	3300	G	To: 58-624 SOUTH	96%	1%	2%	1%	1%	0%	C	0.095	F	0.593	3300	G	2003
Town of LaCrosse																	
(618)	0.23	3500	G	To: SCL La Crosse	96%	1%	2%	1%	1%	0%	F	0.100	F	0.588	3500	G	2003
(618)	0.17	4900	G	To: 58-1507	96%	1%	2%	1%	1%	0%	F	0.105	F	0.546	4800	G	2003
(618)	0.35	1700	G	To: 58-621	96%	1%	2%	1%	1%	0%	F	0.105	F	0.517	1600	G	2003
Mecklenburg County																	
(618)	0.84	1700	G	To: WCL LaCrosse	96%	1%	2%	1%	1%	0%	F	0.095	F	0.536	1700	G	2003
(619)	1.22	690	G	To: 58-751; 58-903	94%	0%	3%	0%	2%	0%	C	0.097	F	0.625	690	G	2003
(619)	0.48	320	R	To: 58-618 WEST							NA			NA		07/10/2001	
(619)	0.14	360	R	To: 58-847							NA			NA		07/10/2001	
(619)	2.46	290	R	To: 58-788							NA			NA		07/10/2001	
(620)	0.10	330	R	To: 58-620							NA			NA		07/10/2001	
(620)	4.00	190	R	To: 58-626							NA			NA		07/10/2001	
(620)	2.68	260	R	To: 58-619							NA			NA		07/23/2001	
(620)				To: 58-647							NA			NA		07/23/2001	
Town of LaCrosse																	
(621)	0.34	3600	G	To: 58-624	97%	0%	1%	1%	1%	0%	F	0.099	F	0.522	3600	G	2003
(621)	0.18	1400	G	To: US 58	97%	0%	1%	1%	1%	0%	F	0.098	F	0.619	1400	G	2003
Mecklenburg County																	
(621)	3.03	770	G	To: NCL LaCrosse	97%	0%	1%	1%	1%	0%	F	0.109	F	0.625	760	G	2003
(621)	1.80	290	G	To: 58-778	97%	0%	1%	1%	1%	0%	C	0.122	F	0.606	290	G	2003
(621)	1.79	150	R	To: US 1 WEST							NA			NA		10/17/2001	
				To: US 1 EAST													
				To: Lunenburg County Line													

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(622)	1.60	170	R	From:	58-660						NA			NA		08/06/2001
(622)	2.60	70	R	To:	58-670						NA			NA		08/06/2001
				From:	SR 47; 58-662											
(623)	0.31	170	R	To:	58-621						NA			NA		1998
(623)	2.68	180	R	From:	0.31 ME 58-621						NA			NA		10/17/2001
				To:	Brunswick County Line											
(624)	1.05	1500	R	From:	Brunswick County Line						NA			NA		07/10/2001
(624)	2.71	1200	G	To:	58-626 SOUTH					C	0.105	F	0.692	1200	G	2003
(624)	0.71	1100	R	From:	58-618 SOUTH						NA			NA		07/19/2001
				To:	SCL LaCrosse											
Town of LaCrosse																
(624)	0.14	1100	R	From:	SCL LaCrosse						NA			NA		07/19/2001
(624)	0.22	160	R	To:	58-618 NORTH						NA			NA		07/19/2001
				From:	58-1503											
Mecklenburg County																
(625)	1.20	200	R	From:	Brunswick County Line						NA			NA		1998
(625)	4.29	200	R	To:	58-611						NA			NA		1998
				From:	58-624											
(626)	3.00	1000	G	To:	58-903					F	0.1	F	0.612	1000	G	2003
(626)	4.04	1100	G	From:	58-611					F	0.091	F	0.662	1100	G	2003
				To:	58-624 SOUTH											
(626)	2.40	760	G	From:	58-624 NORTH					C	0.092	F	0.642	750	G	2003
				To:	US 58											
(627)	1.64	250	R	From:	58-618						NA			NA		07/23/2001
				To:	58-620											
(628)	0.20	200	R	From:	58-618						NA			NA		1998
(628)	1.50	70	R	To:	58-629						NA			NA		1998
				From:	58-630											
(629)	1.00	160	R	To:	58-630						NA			NA		07/23/2001
(629)	1.10	110	R	From:	58-752						NA			NA		07/23/2001
				To:	58-628											
(630)	2.30	590	R	From:	US 1						NA			NA		11/01/2001
(630)	4.60	110	R	To:	58-809						NA			NA		07/23/2001
				From:	93-631											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
630	3.50	570	R	From:	58-631						NA			NA		11/19/2001
				To:	58-618											
631	1.90	250	R	From:	58-630						NA			NA		1998
				To:	58-641											
631	1.26	310	R	From:	58-903						NA			NA		1998
631	0.55	30	R	From:							NA			NA		07/23/2001
				To:	Dead End											
632	0.70	120	R	From:	Dead End						NA			NA		08/14/2001
				To:	58-682 SOUTH											
632	1.10	250	R	From:	58-682 NORTH						NA			NA		1998
				To:	Lunenburg County Line											
633	1.50	190	R	From:	Dead End						NA			NA		08/14/2001
				To:	SR 47											
633	3.20	120	R	From:							NA			NA		1998
633	0.60	50	R	From:	58-681						NA			NA		1998
				To:	Lunenburg County Line											
634	1.30	310	R	From:	SR 47						NA			NA		08/06/2001
				To:	58-745											
634	1.70	140	R	From:							NA			NA		08/06/2001
634	0.49	160	R	From:	58-681						NA			NA		08/06/2001
				To:	Lunenburg County Line											
635	1.65	320	R	From:	SR 47						NA			NA		07/30/2001
				To:	58-659											
635	0.97	160	R	From:							NA			NA		07/30/2001
635	0.10	360	R	From:	58-764						NA			NA		07/30/2001
				To:	Lunenburg County Line											
636	2.02	360	R	From:	58-654						NA			NA		07/16/2001
				To:	Lunenburg County Line											
637	1.65	960	G	90%	0%	5%	2%	2%	0%	C	0.096	F	0.678	950	G	2003
				From:	58-812											
637	0.72	560	R	From:	58-653						NA			NA		07/16/2001
				To:	Lunenburg County Line											
638	0.66	20	R	From:	Dead End						NA			NA		10/17/2001
				To:	US 1 WEST											
638	0.90	650	R	From:	US 1 EAST						NA			NA		1998
				To:	58-621											
638	0.90	320	R	From:							NA			NA		1998
				To:	58-639 WEST											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
638	0.40	20	R	From:	58-639 EAST						NA			NA		10/17/2001
				To:	Dead End											
639	1.90	100	R	From:	58-621						NA			NA		10/17/2001
				To:	58-638 WEST											
639	1.20	300	R	From:	58-638 WEST						NA			NA		10/17/2001
				To:	Brunswick County Line											
640	0.70	120	R	From:	Charlotte County Line						NA			NA		08/14/2001
				To:	58-699 WEST											
640	2.40	110	R	From:	58-609 SOUTH						NA			NA		08/14/2001
				To:	58-609 NORTH											
640	2.00	290	R	From:	58-696						NA			NA		08/14/2001
				To:	SR 49											
641	1.70	210	R	From:	58-631						NA			NA		11/01/2001
				To:	58-903											
642	2.83	830	R	From:	58-903						NA			NA		11/01/2001
				To:	58-618											
643	1.07	250	R	From:	58-642						NA			NA		11/01/2001
				To:	SCL SOUTH HILL GAP ECL SOUTH HILL; GapTerminus											
643	1.20	1000	R	From:							NA			NA		11/19/2001
				To:	Dead End											
644	0.15	40	R	From:	US 58						NA			NA		1998
				To:	0.15 ME US 58											
644	1.25	47	R	From:	Dead End						NA			NA		07/10/2001
				To:	58-663											
645	1.91	350	R	From:	58-663						NA			NA		10/17/2001
				To:	58-664											
646	0.05	10	R	From:	Dead End						NA			NA		07/23/2001
				To:	58-618											
647	1.80	150	R	From:	58-620						NA			NA		07/10/2001
				To:	58-626											
648	0.64	120	R	From:	Dead End						NA			NA		1998
				To:	58-677											
649	2.00	580	R	From:	US 1						NA			NA		1998
				To:	2.00 MN US 1											
649	0.90	120	R	From:	58-844						NA			NA		10/17/2001
				To:	SR 138											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(650)	0.20	160	R	From:	58-651						NA		NA		10/17/2001	
				To:	US 1											
(650)	1.54	1100	R	From:							NA		NA		11/01/2001	
				To:	58-903											
(651)	3.12	790	R	From:	58-664						NA		NA		10/17/2001	
				To:	WCL SOUTH HILL											
(652)	2.79	130	R	From:	Dead End						NA		NA		10/17/2001	
				To:	SR 47 EAST											
(652)	2.00	480	R	From:	SR 47 WEST						NA		NA		07/16/2001	
				To:	Dead End											
(653)	1.00	90	R	From:	Dead End						NA		NA		07/16/2001	
				To:	58-637											
(654)	1.00	560	R	From:	SR 47						NA		NA		07/16/2001	
				To:	58-636											
(654)	0.50	220	R	From:							NA		NA		07/16/2001	
				To:	58-868											
(654)	1.59	150	R	From:							NA		NA		07/16/2001	
				To:	Dead End											
(655)	1.20	460	R	From:	58-664						NA		NA		07/16/2001	
				To:	58-656											
(655)	0.65	350	R	From:							NA		NA		07/16/2001	
				To:	58-854											
(655)	1.45	430	R	From:							NA		NA		07/16/2001	
				To:	58-657											
(655)	0.79	880	R	From:	SR 47 EAST						NA		NA		07/16/2001	
				To:	SR 47 WEST											
(655)	3.30	100	R	From:							NA		NA		07/30/2001	
				To:	58-764											
(656)	0.70	20	R	From:	Dead End						NA		NA		07/16/2001	
				To:	58-655											
(657)	3.30	240	R	From:	58-664						NA		NA		07/16/2001	
				To:	58-655											
(658)	1.85	60	R	From:	58-670						NA		NA		08/06/2001	
				To:	58-830											
(658)	0.85	90	R	From:							NA		NA		08/06/2001	
				To:	SR 47 WEST											
(658)	0.45	50	R	From:	SR 47 EAST						NA		NA		07/30/2001	
				To:	58-834											
(658)	1.55	60	R	From:							NA		NA		07/30/2001	
				To:	58-660											
(659)	0.90	120	R	From:	58-635						NA		NA		1998	
				To:	58-764											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(660)	3.10	310	G	From:	SR 92					C	0.128	F	0.784	300	G	2003
				To:												
(660)	1.50	300	G	From:	58-677 NORTH					F	0.124	F	0.657	300	G	2003
				To:												
(660)	3.71	410	G	From:	58-671 SOUTH					F	0.122	F	0.587	400	G	2003
				To:												
(660)	1.70	260	R	From:	SR 47 WEST					NA			NA		1993	
				To:												
(660)	4.60	120	R	From:	58-661					NA			NA		07/30/2001	
				To:												
(660)	1.20	140	R	From:	58-760					NA			NA		07/30/2001	
				To:												
(660)	0.10	180	R	From:	58-658					NA			NA		07/30/2001	
				To:												
(661)	2.30	80	R	From:	SR 47 EAST					NA			NA		07/30/2001	
				To:												
(662)	2.26	220	R	From:	58-660					NA			NA		07/30/2001	
				To:												
(662)	0.30	90	R	From:	SR 47 WEST					NA			NA		08/06/2001	
				To:												
(662)	5.40	70	R	From:	58-745					NA			NA		08/06/2001	
				To:												
(662)	5.40	70	R	From:	58-661					NA			NA		07/30/2001	
				To:												
(663)	0.80	150	R	From:	SR 47 EAST					NA			NA		10/17/2001	
				To:												
(663)	2.40	170	R	From:	US 1					NA			NA		1998	
				To:												
(663)	0.70	70	R	From:	58-709					NA			NA		1998	
				To:												
(663)	0.70	70	R	From:	US 58					NA			NA		10/17/2001	
				To:												
(663)	3.29	350	G	From:	58-673					C	0.126	F	0.556	350	G	2003
				To:												
(664)	3.06	620	G	From:	58-664					C	0.099	F	0.565	620	G	2003
				To:												
(664)	1.97	560	G	From:	US 1					F	0.139	F	0.517	560	G	2003
				To:												
(664)	2.81	320	G	From:	58-663					F	0.139	F	0.517	560	G	2003
				To:												
(664)	2.81	320	G	From:	58-655					F	0.098	F	0.514	320	G	2003
				To:												
(665)	1.10	30	R	From:	SR 47					NA			NA		07/16/2001	
				To:												
(666)	0.10	60	R	From:	58-664					NA			NA		1998	
				To:												
(666)	2.60	50	R	From:	Dead End					NA			NA		07/16/2001	
				To:												
(666)	0.05	100	R	From:	0.10 MN 58-668					NA			NA		1998	
				To:												
(666)	0.05	100	R	From:	58-667					NA			NA		1998	
				To:												
(667)	1.00	40	R	From:	58-664					NA			NA		07/16/2001	
				To:												
(667)	1.00	40	R	From:	58-669					NA			NA		07/16/2001	
				To:												
(667)	1.00	40	R	From:	58-666					NA			NA		07/16/2001	
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(668)	1.60	90	R	From:	58-669						NA			NA		07/16/2001
				To:	58-666						NA			NA		1998
(668)	1.40	140	R	From:	58-664						NA			NA		1998
				To:	58-615						NA			NA		1998
(669)	2.50	390	G	From:	89%	2%	3%	4%	2%	0%	F	0.092	F	0.513	390	G 2003
				To:	US 58						C	0.093	F	0.596	580	G 2003
(669)	0.42	580	G	From:	89%	2%	3%	4%	2%	0%	C	0.093	F	0.596	580	G 2003
				To:	58-673						F	0.095	F	0.739	340	G 2003
(669)	1.69	340	G	From:	89%	2%	3%	4%	2%	0%	F	0.095	F	0.739	340	G 2003
				To:	58-674						F	0.098	F	0.598	400	G 2003
(669)	1.35	400	G	From:	89%	2%	3%	4%	2%	0%	F	0.098	F	0.598	400	G 2003
				To:	58-671						F	0.135	F	0.674	150	G 2003
(669)	2.55	150	G	From:	89%	2%	3%	4%	2%	0%	F	0.135	F	0.674	150	G 2003
				To:	58-670						F	0.111	F	0.514	320	G 2003
(669)	1.72	320	G	From:	89%	2%	3%	4%	2%	0%	F	0.111	F	0.514	320	G 2003
				To:	58-664											
(670)	1.70	30	R	From:	58-622						NA			NA		08/06/2001
				To:	58-658						NA			NA		08/06/2001
(670)	1.90	50	R	From:	58-675						NA			NA		08/06/2001
				To:	58-669						NA			NA		1998
(670)	0.50	260	R	From:	58-669						NA			NA		1998
				To:	58-669						NA			NA		1998
(671)	2.20	630	R	From:	SR 47						NA			NA		1998
				To:	58-600 NORTH						NA			NA		1998
(671)	0.36	350	R	From:	08-600 NORTH						NA			NA		1998
				To:	58-600 SOUTH						NA			NA		1998
(671)	0.76	80	R	From:	58-679						NA			NA		1998
				To:	58-679						NA			NA		1998
(671)	0.97	120	R	From:	0.97 MS 58-679						NA			NA		1998
				To:	58-660 NORTH						NA			NA		08/06/2001
(671)	3.00	100	R	From:	58-660 SOUTH						NA			NA		08/06/2001
				To:	58-675 NORTH						C	0.132	F	0.722	150	G 2003
(671)	3.99	150	G	From:	93%	1%	3%	0%	2%	0%	C	0.132	F	0.722	150	G 2003
				To:	58-675 SOUTH						F	0.119	F	0.522	200	G 2003
(671)	1.37	200	G	From:	93%	1%	3%	0%	2%	0%	F	0.119	F	0.522	200	G 2003
				To:	58-669											
(672)	2.85	60	R	From:	58-678						NA			NA		07/16/2001
				To:	58-669 NORTH						NA			NA		07/16/2001
(672)	2.60	70	R	From:	58-669 SOUTH						NA			NA		07/16/2001
				To:	58-663						NA			NA		07/16/2001
(673)	0.20	420	G	From:	58-669						C	0.111	F	0.5	420	G 2003
				To:	58-663											
(674)	1.50	360	G	From:	US 58; SR 4						C	0.112	F	0.605	360	G 2003
				To:	58-669											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(675)	1.10	190	R	From	US 58					NA		NA		1998		
				To	58-677											
(675)	0.18	190	R	From						NA		NA		1998		
				To	0.18 MS 58-677											
(675)	2.52	90	R	From	0.18 MS 58-777					NA		NA		1998		
				To	58-678											
(675)	0.35	260	R	From	58-678					NA		NA		1998		
				To	58-671 SOUTH											
(675)	0.15	340	R	From	58-671 SOUTH					NA		NA		1998		
				To	58-671 NORTH											
(675)	2.30	250	R	From	58-671 NORTH					NA		NA		1998		
				To	58-670											
(676)	0.40	20	R	From	Dead End					NA		NA		07/16/2001		
				To	58-674											
(676)	0.50	30	R	From	58-674					NA		NA		07/16/2001		
				To	Dead End											
(677)	0.07	360	R	From	US 58					NA		NA		1998		
				To	58-848											
(677)	0.39	280	R	From	58-848					NA		NA		10/09/2001		
				To	58-703											
(677)	0.81	310	R	From	58-703					NA		NA		1998		
				To	58-762											
(677)	1.00	340	R	From	58-762					NA		NA		1998		
				To	58-841 NORTH											
(677)	0.70	350	R	From	58-841 NORTH					NA		NA		1998		
				To	58-688											
(677)	3.90	70	R	From	58-688					NA		NA		10/09/2001		
				To	58-691											
(677)	0.60	230	R	From	58-691					NA		NA		1998		
				To	SR 92 SOUTH											
(677)	3.40	130	R	From	SR 92 NORTH					NA		NA		10/09/2001		
				To	58-660 SOUTH											
(677)	3.00	100	R	From	58-660 NORTH					NA		NA		1998		
				To	58-675											
(678)	2.50	140	R	From	SR 4					NA		NA		10/15/2001		
				To	58-707 EAST											
(678)	1.61	220	R	From	58-707 WEST					NA		NA		10/15/2001		
				To	58-615											
(678)	3.80	150	R	From	58-615					NA		NA		10/15/2001		
				To	US 58											
(678)	0.90	830	R	From	US 58					NA		NA		10/15/2001		
				To	58-672											
(678)	2.20	310	R	From	58-672					NA		NA		10/15/2001		
				To	58-675											
(679)	0.02	130	R	From	SR 92					NA		NA		1998		
				To	0.02 MN SR 92											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
679	2.90	120	R	From:	0.02 MN SR 92					NA			NA			1998
				To:	58-671											
680	1.60	80	R	From:	58-671					NA			NA			1998
				To:	1.60 ME 58-671											
680	1.30	90	R	From:						NA			NA		08/06/2001	
				To:	58-600											
681	1.80	100	R	From:	58-633					NA			NA		08/06/2001	
				To:	58-634											
682	1.00	480	R	From:	SR 49					NA			NA			1998
				To:	58-683											
682	1.24	390	R	From:						NA			NA		1998	
682	0.06	290	R	From:	58-632 SOUTH					NA			NA		1998	
				To:	58-632 NORTH											
682	3.30	60	R	From:						NA			NA		08/14/2001	
682	0.17	130	R	From:	58-840					NA			NA		1998	
				To:	SR 47											
683	3.19	210	R	From:	Charlotte County Line					NA			NA		08/14/2001	
				To:	SR 47 WEST											
683	1.50	270	R	From:	SR 47 EAST					NA			NA		08/14/2001	
				To:	58-790											
683	1.20	100	R	From:						NA			NA		08/14/2001	
684	3.80	600	R	From:	SR 92; 58-609					NA			NA		08/14/2001	
				To:	SR 47											
685	0.61	80	R	From:	Dead End					NA			NA		08/06/2001	
				To:	SR 49											
686	2.90	100	R	From:	68-688					NA			NA		08/06/2001	
				To:	SR 92											
687	1.99	110	R	From:	58-696					NA			NA		08/14/2001	
				To:	58-609											
Town of Boydton																
688	0.15	1100	G	92%	3%	2%	0%	3%	0%	F	0.103	F	0.512	1000	G	2003
				WCL BOYDTON												
Mecklenburg County																
688	2.74	630	G	92%	3%	2%	0%	3%	0%	F	0.135	F	0.578	620	G	2003
688	3.00	850	G	92%	3%	2%	0%	3%	0%	F	0.16	F	0.619	840	G	2003
				58-798												
688	0.97	1300	G	92%	3%	2%	0%	3%	0%	F	0.217	F	0.765	1300	G	2003
				58-689 SOUTH												
688	1.28	850	G	92%	3%	2%	0%	3%	0%	F	0.153	F	0.735	850	G	2003
				58-697												
688				92%	3%	2%	0%	3%	0%							
				58-695												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(688)	0.76	780	G	From:	58-695				F	0.14	F	0.711	780	G	2003	
				To:	58-696											
(688)	0.78	780	G	92%	3%	2%	0%	3%	0%	F	0.126	F	0.631	780	G	2003
(688)	1.25	1100	G	From:	58-689 NORTH				F	0.103	F	0.562	1100	G	2003	
				To:	58-686											
(688)	2.02	1300	G	92%	3%	2%	0%	3%	0%	C	0.108	F	0.504	1300	G	2003
				From:	SR 92											
				To:												
(689)	0.35	930	G	88%	6%	2%	0%	4%	0%	C	0.187	F	0.821	930	G	2003
(689)	2.30	140	R								NA			NA		1998
(689)	0.32	250	R	From:	58-690											
				To:												
(689)											NA			NA		1998
(689)	1.05	470	R	From:	58-877 SOUTH											
				To:	58-688 NORTH											
(690)	0.70	50	R								NA			NA		10/09/2001
(690)	0.50	60	R	From:	58-689											
				To:	Dead End											
(691)	2.80	230	R								NA			NA		10/09/2001
				From:	58-688											
				To:	58-677											
(692)	0.80	90	R								NA			NA		10/04/2001
				From:	Dead End											
				To:	US 58											
(693)	1.90	170	R								NA			NA		1998
(693)	0.70	40	R	From:	US 58											
				To:	58-848											
(694)	0.65	20	R								NA			NA		10/09/2001
				From:	Dead End											
				To:	58-688											
(695)	2.50	310	R								NA			NA		1998
(695)	2.70	300	R	From:	58-688											
				To:	SR 49											
(695)											NA			NA		1998
(695)	2.40	130	R	From:	58-609											
				To:	58-605											
(696)	1.50	160	R								NA			NA		1998
(696)	1.20	70	R	From:	58-640											
				To:	58-695											
(696)											NA			NA		08/14/2001
(696)	0.90	110	R	From:	58-687											
				To:	SR 49											
(696)	2.70	320	R								NA			NA		1998
				From:	58-688											
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(697)	0.89	160	R	From:	Dead End						NA		NA		11/19/2001	
				To:	0.89 ME Dead End											
(697)	0.11	160	R	From:							NA		NA		11/19/2001	
				To:	SR 49 SOUTH											
(697)	3.10	330	R	From:	SR 49 NORTH						NA		NA		1998	
				To:	58-688											
(698)	2.20	260	R	From:	58-609						NA		NA		11/19/2001	
				To:	SR 49 SOUTH											
(698)	3.20	770	R	From:	SR 49 NORTH						NA		NA		11/19/2001	
				To:	58-701											
(699)	1.00	90	R	From:	Dead End						NA		NA		08/08/2001	
				To:	US 15											
(699)	1.60	60	R	From:							NA		NA		1998	
				To:	58-640 EAST											
(699)	2.30	120	R	From:	58-640 WEST						NA		NA		1998	
				To:	58-610											
(700)	0.47	40	R	From:	US 15 WEST						NA		NA		1998	
				To:	US 15 EAST											
(700)	0.25	40	R	From:							NA		NA		08/08/2001	
				To:	Dead End											
(701)	0.46	70	R	From:	SR 49 SOUTH						NA		NA		10/09/2001	
				To:	SR 49 NORTH											
(701)	4.18	890	G	91%	3%	2%	1%	3%	0%	C	0.155	F	0.791	880	G	2003
(701)	0.34	180	R	From:	58-689						NA		NA		10/09/2001	
				To:	58-688											
(702)	2.43	180	R	From:	US 58						NA		NA		10/09/2001	
				To:	58-701											
(703)	0.80	100	R	From:	Dead End						NA		NA		10/04/2001	
				To:	58-828											
(703)	2.78	250	R	From:							NA		NA		10/04/2001	
				To:	US 58 EAST											
(703)	0.50	380	R	From:	US 58 WEST						NA		NA		10/09/2001	
				To:	58-677											
(704)	0.60	60	R	From:	Dead End						NA		NA		10/04/2001	
				To:	58-705											
(704)	1.40	120	R	From:							NA		NA		10/04/2001	
				To:	58-707											
(705)	1.90	40	R	From:	Dead End						NA		NA		10/04/2001	
				To:	58-823											
(705)	2.00	260	R	From:							NA		NA		1998	
				To:	58-704											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
705	0.40	530	R	From:	58-704					NA				NA		1998
				To:	58-756											
706	0.25	10	R	From:	SR 49					NA				NA		10/24/2001
				To:	Dead End											
707	1.00	300	G	94%	2%	2%	0%	2%	0%	F	0.114	F	0.539	300	G	2003
				From:	58-678 EAST					F	0.116	F	0.68	210	G	2003
707	2.22	220	G	94%	2%	2%	0%	2%	0%							
				From:	58-824					F	0.109	F	0.556	700	G	2003
707	3.00	700	G	94%	2%	2%	0%	2%	0%							
				From:	58-615					F	0.109	F	0.556	700	G	2003
707				To:	SCL BOYDTON											
Town of Boydton																
707	0.31	1100	G	94%	2%	2%	0%	2%	0%	C	0.096	F	0.608	1100	G	2003
				From:	58-1205					F	0.088	F	0.578	1300	G	2003
707	0.13	1300	G	94%	2%	2%	0%	2%	0%							
				From:	US 58 BUS; SR 92					F	0.088	F	0.578	1300	G	2003
				To:												
Mecklenburg County																
708	1.60	120	R	From:	SR 4					NA				NA		1998
				To:	58-669											
709	1.80	90	R	From:	58-615					NA				NA		10/17/2001
				To:	58-663											
710	3.90	170	R	From:	SR 4					NA				NA		1998
				To:	58-711 WEST											
710	1.00	100	R	From:	58-711 EAST					NA				NA		07/10/2001
				To:	58-712											
711	0.80	290	R	From:	58-712; 58-713					NA				NA		1998
				To:	58-616											
711	0.60	300	R	From:	58-710 WEST					NA				NA		1998
				To:	58-710 EAST											
711	1.60	300	R	From:	58-710 EAST					NA				NA		1998
				To:	US 1											
711	2.80	120	R	From:	Dead End					NA				NA		07/10/2001
				To:	SR 4											
712	0.20	370	R	From:	58-715					NA				NA		10/15/2001
				To:	US 1											
712	3.90	200	G	94%	2%	1%	1%	2%	0%	C	0.091	F	0.684	200	G	2003
				From:	North Carolina State Line					F	0.116	F	0.654	220	G	2003
712	3.36	220	G	94%	2%	1%	1%	2%	0%							
				From:	58-711; 58-712					F	0.116	F	0.654	220	G	2003
713	2.70	180	R	To:	US 1											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
714	0.40	210	G	From:	North Carolina State Line				C	0.096	F	0.667	210	G	2003	
				To:	58-712											
715	0.33	150	G	From:	SR 4				C	0.111	F	0.667	150	G	2003	
				To:	58-712											
716	1.65	70	R	From:	North Carolina State Line				NA			NA		10/15/2001		
				To:	Dead End											
717	0.80	210	G	From:	North Carolina State Line				C	0.132	F	0.517	210	G	2003	
				To:	58-826											
718	0.70	140	R	From:	North Carolina State Line				NA			NA		10/15/2001		
				To:	58-826											
719	1.43	570	G	From:	North Carolina State Line				C	0.102	F	0.661	570	G	2003	
				To:	58-825											
720	0.20	580	R	From:	58-785				NA			NA		08/14/2001		
				To:	SR 49											
721	0.80	70	R	From:	Dead End				NA			NA		09/24/2001		
721	0.70	280	R	To:	US 15				NA			NA		1998		
				To:	58-822											
722	1.65	130	R	From:	58-601				NA			NA		10/29/2001		
				To:	US 58 WEST											
722	1.00	200	R	From:	US 58 EAST				NA			NA		10/29/2001		
				To:	58-869											
722	0.53	140	R	From:					NA			NA		10/29/2001		
				To:	58-731											
722	2.08	140	R	From:					NA			NA		10/29/2001		
				To:	58-767											
722	1.79	250	R	From:					NA			NA		10/29/2001		
				To:	Dead End; Gap Terminus											
722	1.40	250	R	From:					NA			NA		10/24/2001		
				To:	58-730 WEST											
722	0.03	660	R	From:					NA			NA		10/24/2001		
				To:	58-730 EAST											
722	1.25	450	R	From:					NA			NA		10/24/2001		
				To:	58-779											
722	0.55	940	R	From:					NA			NA		10/24/2001		
				To:	US 58 WEST											
722	1.63	2500	G	From:	US 58 EAST				F	0.095	F	0.605	2500	G	2003	
				To:	WCL Clarksville											
Town of Clarksville																
722	0.13	2500	N	From:	WCL Clarksville				N	0.095	N	0.605	2500	N	2003	
				To:	ECL Clarksville											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
722	0.07	2500	N	From:	ECL Clarksville					N	0.095	N	0.605	2500	N	2003
				To:	US 15 NORTH											
722	0.83	4400	G	From:	US 15 SOUTH					C	0.126	F	0.786	4300	G	2003
				To:	58-821 SOUTH											
722	0.16	1300	R	From:							NA		NA		10/29/2001	
				To:	58-1135											
722	0.10	460	R	From:							NA		NA		10/29/2001	
				To:	58-1136											
722	0.14	390	R	From:							NA		NA		10/29/2001	
				To:	58-1137											
722	0.40	310	R	From:							NA		NA		10/29/2001	
				To:	Dead End											
723	0.60	410	R	From:	North Carolina State Line						NA		NA		09/24/2001	
				To:												
723	1.50	470	G	From:	58-725					F	0.094	F	0.551	470	G	2003
				To:	58-728											
723	3.30	680	G	From:	94% 2% 3% 0% 1% 0%					C	0.097	F	0.563	670	G	2003
				To:	58-722											
723	0.22	620	G	From:	94% 2% 3% 0% 1% 0%					F	0.092	F	0.543	620	G	2003
				To:	SCL Clarksville											
Town of Clarksville																
723	0.53	700	G	From:	SCL Clarksville					F	0.087	F	0.592	700	G	2003
				To:	US 15											
Mecklenburg County																
724	1.80	70	R	From:	58-723						NA		NA		09/24/2001	
				To:	Dead End											
725	0.90	170	R	From:	58-814						NA		NA		09/24/2001	
				To:	58-723											
726	0.50	40	R	From:	58-737						NA		NA		09/24/2001	
				To:	Dead End											
727	0.69	50	R	From:	North Carolina State Line						NA		NA		10/22/2001	
				To:	0.69 MN OF SL											
727	1.81	230	R	From:							NA		NA		10/22/2001	
				To:	58-728 EAST											
727	2.35	330	R	From:	58-728 WEST						NA		NA		1998	
				To:	58-871											
728	0.01	250	R	From:	SR 49						NA		NA		1993	
				To:	58-867											
728	1.90	170	R	From:							NA		NA		10/22/2001	
				To:	58-727 WEST											
728	0.30	310	R	From:							NA		NA		10/22/2001	
				To:	58-727 EAST											
728	0.47	340	R	From:							NA		NA		10/22/2001	
				To:	58-811											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(728)	0.63	180	R	From:	58-811						NA			NA		09/24/2001
				To:	58-723											
(729)	1.40	40	R	From:	North Carolina State Line						NA			NA		09/24/2001
				To:	58-735											
(730)	0.70	90	R	From:	Dead End						NA			NA		10/24/2001
				To:	US 58											
(730)	1.22	360	R	From:							NA			NA		10/24/2001
(730)	1.10	400	R	From:	58-722						NA			NA		10/24/2001
				To:	Dead End											
(731)	1.40	210	R	From:	58-722						NA			NA		10/29/2001
				To:	58-732											
(732)	0.40	120	R	From:	US 58 WEST						NA			NA		10/29/2001
				To:	58-601											
(732)	0.90	280	R	From:							NA			NA		10/29/2001
(732)	0.60	540	R	From:	US 58 EAST						NA			NA		10/29/2001
				To:	58-731											
(732)	0.03	470	R	From:							NA			NA		10/29/2001
(732)	1.27	230	R	From:	58-767						NA			NA		10/29/2001
				To:	Dead End											
(733)	0.01	70	R	From:	58-735						NA			NA		1998
				To:	0.01 ME 58-735											
(733)	1.81	70	R	From:							NA			NA		1998
				To:	58-734											
(734)	0.10	440	R	From:	SR 49						NA			NA		10/24/2001
				To:	58-733											
(734)	1.20	330	R	From:							NA			NA		10/24/2001
(734)	0.70	330	R	From:	58-800						NA			NA		10/24/2001
				To:	58-730											
(734)	0.35	770	R	From:							NA			NA		10/24/2001
				To:	US 58											
(735)	1.20	80	R	From:	North Carolina State Line						NA			NA		09/24/2001
				To:	58-729											
(735)	1.50	200	G	93%	2%	2%	0%	3%	0%	C	0.139	F	0.607	200	G	2003
(735)	0.75	200	R	From:	58-867 Gap Terminus SR 49 Gap Terminus						NA			NA		1998
				To:	58-736											
(735)	3.16	80	R	From:							NA			NA		1998
(735)	1.70	490	G	93%	2%	2%	0%	3%	0%	F	0.117	F	0.570	480	G	2003
				To:	US 58											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
736	2.90	80	R	From:	58-735					NA			NA		10/22/2001	
				To:	58-602											
737	1.20	140	R	From:	North Carolina State Line					NA			NA		09/24/2001	
				To:	58-738											
737	0.50	240	R	From:						NA			NA		09/24/2001	
				To:	SR 49											
737	0.60	310	R	From:	58-829					NA			NA		09/24/2001	
				To:	58-602											
738	2.00	140	R	From:	58-737					NA			NA		09/24/2001	
				To:	NC State Line; Gap Terminus											
738	0.80	240	R	From:						NA			NA		09/24/2001	
				To:	58-604											
738	1.80	360	R	From:						NA			NA		09/24/2001	
				To:	SR 49											
739	0.20	40	R	From:	58-637					NA			NA		1998	
				To:	58-879											
739	0.70	20	R	From:						NA			NA		07/16/2001	
				To:	Dead End											
740	1.00	160	R	From:	58-723					NA			NA		09/24/2001	
				To:	Dead End											
741	0.90	30	R	From:	Dead End					NA			NA		08/14/2001	
				To:	SR 47											
742	0.18	370	R	From:	WCL Chase City; SR 49					NA			NA		08/06/2001	
				To:	WCL Chase City; SR 92											
743	0.70	60	R	From:	58-660					NA			NA		07/30/2001	
				To:	Dead End											
744	1.20	110	R	From:	Charlotte County Line					NA			NA		08/14/2001	
				To:	SR 47											
745	2.30	80	R	From:	58-634					NA			NA		08/06/2001	
				To:	58-662											
746	1.00	160	R	From:	North Carolina State Line					NA			NA		10/15/2001	
				To:	Dead End											
747	0.47	80	R	From:	58-723					NA			NA		09/24/2001	
				To:	Dead End											
748	0.15	9	R	From:	Dead End					NA			NA		10/24/2001	
				To:	0.15 MN Dead End											
748	0.15	40	R	From:						NA			NA		10/24/2001	
				To:	58-871											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
749	0.30	10	R	From:	Dead End						NA			NA		10/29/2001
				To:	58-722											
750	0.32	560	G	From:	US 58 WEST					F	0.109	F	0.557	550	G	2003
				To:	WCL Clarksville											
Town of Clarksville																
750	0.76	830	G	From:	WCL Clarksville					C	0.099	F	0.512	830	G	2003
				To:	58-1125											
750	0.64	1100	G	From:	96% 0% 2% 0% 1% 0%					C	0.102	F	0.541	1100	G	2003
				To:	US 58 East											
750	0.09	310	R	From:							NA			NA		11/05/2001
				To:	58-1103											
750	0.09	80	R	From:							NA			NA		11/05/2001
				To:	Caroline St											
Mecklenburg County																
751	0.90	940	R	From:	Dead End						NA			NA		07/10/2001
				To:	58-619; 58-903											
752	0.45	30	R	From:	Dead End						NA			NA		07/23/2001
				To:	58-629											
753	0.70	120	R	From:	Dead End						NA			NA		11/01/2001
				To:	58-642											
754	1.11	190	R	From:	Dead End						NA			NA		1998
				To:	US 1											
755	0.07	1200	R	From:	SR 47						NA			NA		10/17/2001
				To:	58-806											
755	0.83	410	R	From:							NA			NA		10/17/2001
				To:	58-652											
756	0.59	810	G	From:	US 58					F	0.108	F	0.661	810	G	2003
				To:	SCL BOYDTON											
Town of Boydton																
756	0.37	840	G	From:	SCL BOYDTON					C	0.089	F	0.513	840	G	2003
				To:	58-1201											
756	0.29	600	G	From:	96% 1% 2% 0% 0% 0%					F	0.087	F	0.558	600	G	2003
				To:	58-707											
756	0.12	200	R	From:							NA			NA		08/16/2001
				To:	58-1213											
Mecklenburg County																
757	1.00	120	R	From:	58-660						NA			NA		08/06/2001
				To:	Dead End											
758	1.00	90	R	From:	SR 47						NA			NA		07/30/2001
				To:	Dead End											
759	1.50	310	R	From:	US 58						NA			NA		1993
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
760	1.30	50	R	From:	58-660					NA			NA		07/30/2001	
				To:	Lunenburg County Line											
761	0.53	220	R	From:	US 1					NA			NA		07/30/2001	
				To:	58-873											
761	0.97	200	R	From:	Dead End					NA			NA		07/30/2001	
				To:	58-702											
762	0.37	220	R	From:	58-856					NA			NA		08/08/2001	
				To:	1.97 ME 58-856											
762	1.97	110	R	From:	58-677					NA			NA		08/08/2001	
				To:	58-609 SOUTH											
763	0.60	90	R	From:	58-875					NA			NA		08/08/2001	
				To:	58-609 NORTH											
764	1.20	350	R	From:	SR 47					NA			NA		07/30/2001	
				To:	58-655											
764	1.43	200	R	From:	58-635					NA			NA		07/30/2001	
				To:	Dead End											
765	0.60	230	R	From:	58-624					NA			NA		07/30/2001	
				To:	US 58											
766	0.20	40	R	From:	Dead End					NA			NA		1998	
				To:	58-732											
767	1.40	340	R	From:	58-722					NA			NA		10/29/2001	
				To:	58-626											
768	0.73	90	R	From:	Dead End					NA			NA		07/10/2001	
				To:	Dead End											
769	0.60	260	R	From:	58-618					NA			NA		07/23/2001	
				To:	Dead End											
770	0.30	60	R	From:	SR 138					NA			NA		10/17/2001	
				To:	58-712											
771	0.70	140	R	From:	Dead End; Gap Terminus					NA			NA		07/10/2001	
				To:	US 1 Gap Terminus											
771	0.60	130	R	From:	Dead End					NA			NA		07/10/2001	
				To:	Dead End											
772	1.00	60	R	From:	58-703					NA			NA		08/08/2001	
				To:	58-903											
773	0.60	50	R	From:	Dead End					NA			NA		07/23/2001	
				To:												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(774)	0.80	9	R	From:	58-626					NA			NA			07/10/2001
				To:	Dead End											
(775)	0.09	80	R	From:	US 58					NA			NA			1998
				To:	0.09 MN US 58											
(775)	0.92	80	R	From:						NA			NA			10/17/2001
				To:	58-645											
(776)	0.80	70	R	From:	Dead End					NA			NA			07/10/2001
				To:	58-647											
(777)	0.08	290	R	From:	Dead End					NA			NA			1993
				To:	US 58											
(778)	0.33	210	R	From:	58-621					NA			NA			1998
				To:	0.33 MN 58-621											
(778)	0.36	210	R	From:						NA			NA			1998
				To:	0.69 MN 58-621											
(778)	0.56	210	R	From:						NA			NA			1998
				To:	US 1											
(779)	1.70	240	R	From:	58-722					NA			NA			10/24/2001
				To:	Dead End											
(780)	0.53	110	N	From:	Dead End					NA			NA			1993
				To:	US 1; US 58											
(780)	0.17	110	R	From:						NA			NA			1993
				To:	US 1											
(781)	1.00	90	R	From:	58-728					NA			NA			10/22/2001
				To:	SR 49											
(782)	0.70	50	R	From:	58-660					NA			NA			07/30/2001
				To:	Dead End											
(783)	1.00	40	R	From:	Dead End					NA			NA			08/08/2001
				To:	US 58 WEST											
(783)	0.65	60	R	From:						NA			NA			08/08/2001
				To:	US 58 EAST											
(784)	1.10	390	R	From:	58-722					NA			NA			10/29/2001
				To:	Dead End											
(785)	0.21	540	R	From:	SR 49					NA			NA			08/14/2001
				To:	58-720											
(785)	0.29	250	R	From:						NA			NA			08/14/2001
				To:	Dead End											
(786)	0.50	80	R	From:	Dead End					NA			NA			10/04/2001
				To:	US 58											
(787)	0.35	10	R	From:	58-634					NA			NA			08/06/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
788	0.90	150	R	From:	Dead End					NA			NA		07/10/2001	
				To:	58-619											
789	1.40	90	R	From:	58-602					NA			NA		1998	
				To:	58-601											
790	0.30	30	R	From:	58-683					NA			NA		08/14/2001	
				To:	Dead End											
791	0.60	120	R	From:	58-640					NA			NA		08/14/2001	
				To:	Dead End											
792	0.60	20	R	From:	Dead End					NA			NA		08/06/2001	
				To:	58-695											
793	0.60	70	R	From:	58-697					NA			NA		08/06/2001	
				To:	Dead End											
794	0.70	48	R	From:	Dead End					NA			NA		07/16/2001	
				To:	SR 47											
795	1.26	160	R	From:	US 58; 58-675 HAYES MILL RD					NA			NA		10/09/2001	
				To:	Dead End											
796	0.30	340	R	From:	58-821					NA			NA		10/29/2001	
				To:	Dead End											
797	0.80	90	R	From:	SR 92					NA			NA		08/06/2001	
				To:	Dead End											
798	0.50	70	R	From:	58-688					NA			NA		10/15/2001	
				To:	Dead End											
799	0.10	40	R	From:	58-664					NA			NA		10/17/2001	
				To:	Dead End											
800	0.70	47	R	From:	Dead End					NA			NA		10/24/2001	
				To:	58-734											
801	0.25	7	R	From:	58-698					NA			NA		08/08/2001	
				To:	Dead End											
802	0.43	140	R	From:	58-684					NA			NA		08/14/2001	
				To:	Dead End											
803	0.80	120	R	From:	58-722					NA			NA		10/29/2001	
				To:	Dead End											
804	0.60	90	R	From:	US 15 SOUTH					NA			NA		09/24/2001	
				To:	58-846											
804	0.40	470	R	From:	58-846					NA			NA		09/24/2001	
				To:	US 15 NORTH											
805	2.05	270	R	From:	SR 49					NA			NA		08/14/2001	
				To:	58-600											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(806)	0.39	360	R	From:	Dead End					NA		NA	10/17/2001			
				To:	58-876											
(806)	0.17	390	R	From:						NA		NA	10/17/2001			
				To:	58-755											
(807)	0.50	30	R	From:	58-664					NA		NA	07/16/2001			
				To:	Dead End											
(808)	0.24	30	R	From:	Dead End					NA		NA	07/10/2001			
				To:	58-626											
(809)	0.40	40	R	From:	58-630					NA		NA	07/23/2001			
				To:	Dead End											
(810)	0.52	30	R	From:	58-627					NA		NA	07/23/2001			
				To:	Dead End											
(811)	1.32	210	R	From:	58-728					NA		NA	10/22/2001			
				To:	58-723											
(812)	0.50	50	R	From:	Dead End					NA		NA	07/16/2001			
				To:	58-637											
(813)	0.50	80	R	From:	Dead End					NA		NA	09/24/2001			
				To:	58-722											
(814)	0.60	40	R	From:	58-725					NA		NA	09/24/2001			
				To:	Dead End											
(815)	0.65	230	R	From:	Dead End					NA		NA	11/01/2001			
				To:	US 58											
(816)	0.60	40	R	From:	Dead End					NA		NA	08/06/2001			
				To:	58-688											
(817)	0.26	150	R	From:	Dead End					NA		NA	1998			
				To:	58-600											
(818)	0.75	60	R	From:	58-710					NA		NA	10/15/2001			
				To:	Dead End											
(819)	1.60	170	R	From:	1.20 MW 58-820					NA		NA	10/15/2001			
				To:	0.40 ME 58-820											
(820)	0.88	210	R	From:	North Carolina State Line					NA		NA	10/15/2001			
				To:	58-819											
(821)	1.30	790	R	From:	Dead End					NA		NA	10/29/2001			
				To:	58-796											
(821)	0.90	1400	R	From:						NA		NA	10/29/2001			
				To:	58-722											
(821)	0.52	770	R	From:						NA		NA	10/29/2001			
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(822)	0.80	270	R	From:	North Carolina State Line						NA		NA		09/24/2001	
				To:												
(822)	1.00	70	R	From:	58-721						NA		NA		09/24/2001	
				To:	Dead End											
(823)	2.15	70	R	From:	Dead End						NA		NA		10/04/2001	
				To:	58-705											
(824)	0.70	49	R	From:	Dead End						NA		NA		10/15/2001	
				To:	58-707											
(825)	2.07	480	G	85%	1%	2%	2%	10%	0%	C	0.084	F	0.55	470	G	2003
				From:	58-719						NA		NA		10/15/2001	
(825)	1.06	170	R	To:	Dead End											
				From:	Dead End						NA		NA		10/15/2001	
(826)	2.70	60	R	To:	58-717							NA				NA
				From:	Dead End											
(826)	1.30	150	R	To:	Dead End						NA		NA		10/15/2001	
				From:	Dead End											
(827)	1.00	170	R	To:	SR 4						NA		NA		10/15/2001	
				From:	58-703							NA				NA
(828)	0.30	180	R	To:	Dead End											
				From:	Dead End						NA		NA		09/24/2001	
(829)	0.95	90	R	To:	58-737											
				From:	Dead End						NA		NA		08/06/2001	
(830)	0.58	20	R	To:	58-658											
				From:	Dead End						NA		NA		08/06/2001	
(831)	1.50	30	R	To:	58-688							NA				NA
				From:	US 58						NA			NA		
(832)	0.50	60	R	To:	Dead End											
				From:	58-651						NA		NA		10/17/2001	
(833)	0.75	70	R	To:	Dead End											
				From:	58-658						NA		NA		07/30/2001	
(834)	0.50	60	R	To:	Dead End											
				From:	Dead End						NA		NA		10/15/2001	
(835)	1.50	120	R	To:	58-678											
				From:	Dead End						NA		NA		10/15/2001	
(836)	0.20	8	R	To:	58-819							NA				NA
				From:	Dead End											
(837)	0.40	60	R	To:	58-903						NA		NA		07/23/2001	
				From:												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(838)	0.35	60	R	From:	58-712					NA			NA		10/15/2001	
				To:	Dead End											
(839)	0.70	40	R	From:	Dead End					NA			NA		07/16/2001	
				To:	58-657											
(840)	0.40	70	R	From:	Dead End					NA			NA		08/14/2001	
				To:	SR 47											
(840)	0.13	80	R	From:						NA			NA		1998	
				To:	58-682											
(841)	1.30	70	R	From:	58-677 NORTH					NA			NA		08/08/2001	
				To:	58-677 SOUTH											
(842)	0.35	30	R	From:	Dead End					NA			NA		07/10/2001	
				To:	58-713											
(843)	0.32	20	R	From:	Dead End					NA			NA		07/30/2001	
				To:	SR 47											
(844)	0.30	40	R	From:	58-649					NA			NA		10/17/2001	
				To:	Dead End											
(845)	0.69	60	R	From:	58-864					NA			NA		08/08/2001	
				To:	58-698											
(846)	0.50	100	R	From:	58-804					NA			NA		09/24/2001	
				To:	Dead End											
(847)	0.55	80	R	From:	58-619					NA			NA		07/10/2001	
				To:	Dead End											
(848)	1.00	90	R	From:	58-677					NA			NA		10/04/2001	
				To:	58-693											
(848)	0.15	90	R	From:						NA			NA		10/04/2001	
				To:	Dead End											
(849)	0.25	20	R	From:	58-712					NA			NA		07/10/2001	
				To:	Dead End											
(850)	0.28	30	R	From:	SWCL SOUTH HILL					NA			NA		10/17/2001	
				To:	Dead End											
(851)	0.60	60	R	From:	SR 49					NA			NA		09/24/2001	
				To:	Dead End											
(852)	0.30	40	R	From:	SR 49 SOUTH					NA			NA		08/06/2001	
				To:	SR 49 NORTH											
(853)	0.70	60	R	From:	58-616					NA			NA		10/15/2001	
				To:	Dead End											
(854)	0.40	80	R	From:	Dead End					NA			NA		07/16/2001	
				To:	58-655											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(855)	1.02	50	R	From:	58-621					NA			NA		10/17/2001	
				To:	Dead End											
(856)	0.40	40	R	From:	58-762					NA			NA		10/09/2001	
				To:	Dead End											
(857)	1.09	210	R	From:	US 15 EAST					NA			NA		10/09/2001	
				To:	US 15 WEST											
(858)	1.10	60	R	From:	US 15 EAST					NA			NA		08/08/2001	
				To:	US 15 WEST											
(859)	0.89	49	R	From:	US 15 EAST					NA			NA		08/08/2001	
				To:	US 15 WEST											
(860)	0.50	20	R	From:	58-903					NA			NA		07/23/2001	
				To:	Dead End											
(861)	0.40	70	R	From:	58-652					NA			NA		07/16/2001	
				To:	Dead End											
(862)	0.30	260	R	From:	US 15					NA			NA		10/09/2001	
				To:	Dead End											
(863)	0.45	40	R	From:	58-701 WEST					NA			NA		10/09/2001	
				To:	58-701 EAST											
(864)	0.25	20	R	From:	Dead End					NA			NA		08/08/2001	
				To:	58-845											
(865)	0.65	110	R	From:	Dead End					NA			NA		07/23/2001	
				To:	58-650											
(866)	0.24	130	R	From:	SR 49 WEST					NA			NA		10/22/2001	
				To:	SR 49 EAST											
(867)	0.23	110	R	From:	SR 49					NA			NA		10/22/2001	
				To:	58-735 Gap Terminus											
(867)	0.14	150	R	From:						NA			NA		10/22/2001	
				To:	58-728											
(868)	0.60	30	R	From:	58-654					NA			NA		07/16/2001	
				To:	Dead End											
(869)	0.70	90	R	From:	58-722					NA			NA		10/29/2001	
				To:	Dead End											
(870)	0.25	60	R	From:	58-859					NA			NA		08/08/2001	
				To:	Dead End											
(871)	0.80	230	R	From:	SR 49					NA			NA		10/24/2001	
				To:	58-727											
(871)	0.66	590	R	From:						NA			NA		10/24/2001	
				To:	US 58											

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						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
(872)	0.30	30	R	From:	Dead End						NA			NA		07/16/2001	
				To:	58-669												
(873)	1.33	120	R	From:	SR 138						NA			NA		1998	
				To:	58-761												
(874)	0.32	140	R	From:	Dead End						NA			NA		08/14/2001	
				To:	SR 47												
(875)	0.25	50	R	From:	Dead End						NA			NA		08/08/2001	
				To:	0.25 MS Dead End												
(875)	0.05	50	R	From:							NA			NA		08/08/2001	
				To:	58-763												
(876)	0.05	30	R	From:	58-806						NA			NA		10/17/2001	
				To:	Dead End												
(877)	0.27	40	R	From:	58-689 SOUTH						NA			NA		08/06/2001	
				To:	58-689 NORTH												
(878)	0.55	80	R	From:	Dead End						NA			NA		10/24/2001	
				To:	US 58; 58-722												
(879)	0.41	30	R	From:	58-739						NA			NA		07/16/2001	
				To:	58-637												
(880)	0.20	70	R	From:	58-660						NA			NA		08/06/2001	
				To:	Dead End												
(881)	0.55	46	R	From:	Dead End						NA			NA		1998	
				To:	58-660												
(883)	0.33	NA		From:	SR-00386(U)/US-00058(B)/						NA			NA			
				To:	Cul-de-Sac/												
(884)	0.63	NA		From:	US 1						NA			NA			
				To:	58-651												
(890)	0.25	310	R	From:	Dead End						NA			NA		11/01/2001	
				To:	58-642												
(899)	0.08	NA		From:	Dead End						NA			NA			
				To:	SR 47 BERNISE RODGERS ROAD												
(903)	0.95	1600	G	From:	Brunswick County Line					C	0.076	F	0.554	1600	G	2003	
				To:	58-626												
(903)	3.53	2400	G	From:	88%	0%	4%	3%	5%	0%	F	0.084	F	0.501	2400	G	2003
				To:	58-614												
(903)	0.76	2700	G	From:	88%	0%	4%	3%	5%	0%	F	0.084	F	0.597	2600	G	2003
				To:	58-618												
(903)	1.46	2800	G	From:	88%	0%	4%	3%	5%	0%	F	0.085	F	0.59	2800	G	2003
				To:	58-619; 58-751												
(903)	0.93	2600	G	From:	92%	1%	2%	2%	3%	0%	C	0.085	F	0.646	2600	G	2003
				To:	I-85 RAMP												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(903)	2.94	970	G	From:	I-85 RAMP				F	0.091	F	0.551	960	G	2003	
				To:	58-615											
(903)	4.10	540	G	From:	58-615				F	0.1	F	0.731	530	G	2003	
				To:	58-650											
(903)	3.25	1400	G	From:	58-650				F	0.089	F	0.642	1400	G	2003	
				To:	SCL SOUTH HILL											
(1000)	0.34	NA	From:	NCL SOUTH HILL				NA				NA				
			To:	Dead End												
(1010)	0.52	NA	From:	US 58; 58-644				NA				NA				
			To:	Cul-de-Sac												
(1029)	0.29	420	R	From:	SR 49				NA				NA		08/06/2001	
				To:	WCL CHASE CITY											
Town of Clarksville																
(1101)	0.23	300	G	From:	US 58				C	0.105	F	0.581	290	G	2003	
				To:	58-750											
(1102)	0.35	160	R	From:	58-1109				NA				NA		11/05/2001	
				To:	US 58											
(1102)	0.17	180	R	From:	US 58				NA				NA		11/05/2001	
				To:	58-1108											
(1103)	0.20	150	R	From:	58-1124				NA				NA		11/05/2001	
				To:	58-1107											
(1104)	0.10	470	R	From:	58-1102				NA				NA		11/05/2001	
				To:	58-1105											
(1104)	0.26	190	G	From:	58-1105				C	0.121	F	0.565	190	G	2003	
				To:	US 58; 2nd St											
(1105)	0.19	120	R	From:	Dead End				NA				NA		11/05/2001	
				To:	58-1109											
(1105)	4th Street	0.28	370	G	From:	58-1109				F	0.103	F	0.549	370	G	2003
					To:	58-1104										
(1105)		0.08	650	G	From:	58-1104				C	0.084	F	0.509	650	G	2003
					To:	US 58										
(1105)		0.25	1700	R	From:	US 58				NA				NA		11/05/2001
					To:	58-1108										
(1105)		0.09	130	R	From:	58-1108				NA				NA		11/05/2001
					To:	58-1110										
(1106)		0.09	30	R	From:	58-1109				NA				NA		11/05/2001
					To:	Commerce St; Gap Terminus										
(1106)		0.18	200	R	From:	US 58; Gap Terminus				NA				NA		11/05/2001
					To:	58-1108										
(1107)		0.09	170	R	From:	58-1123				NA				NA		11/05/2001
					To:	58-1117										
(1107)	7th Street	0.18	320	G	From:	58-1117				C	0.097	F	0.548	310	G	2003
					To:	US 58										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1108)	0.19	750	G	From: 96%	58-750					C	0.117	F	0.506	740	G	2003
(1108)	0.12	610	R	To: 58-1122							NA			NA		11/05/2001
(1108)	0.32	60	R	To: 58-1105 South							NA			NA		11/05/2001
				To: 58-1105 North												
(1109)	0.17	180	R	From: 58-1102							NA			NA		11/05/2001
				To: 58-1106												
(1110)	0.19	30	R	From: 58-1105							NA			NA		11/05/2001
				To: 58-1108												
(1111)	0.82	180	R	From: 58-750							NA			NA		11/05/2001
				To: 58-1146												
(1112)	0.08	80	R	From: US 15							NA			NA		10/04/2001
				To: 58-1113												
(1113)	0.08	60	R	From: 58-1115							NA			NA		10/04/2001
				To: 58-1116 Gap Terminus												
(1113)	0.13	60	R	From: 58-1114 Gap Terminus							NA			NA		10/04/2001
				To: 58-1112												
(1114)	0.08	150	R	From: US 15							NA			NA		10/04/2001
				To: 58-1113												
(1115)	0.09	160	R	From: US 15							NA			NA		10/04/2001
				To: 58-1113												
(1116)	0.09	170	R	From: US 15							NA			NA		10/04/2001
				To: 58-1113												
(1117)	0.14	210	R	From: 58-1107							NA			NA		11/05/2001
				To: 58-1102												
(1118)	0.18	50	R	From: 58-1111							NA			NA		11/05/2001
				To: 58-1119												
(1119)	0.12	170	R	From: 58-750							NA			NA		11/05/2001
(1119)	0.23	100	R	To: 58-1118							NA			NA		11/05/2001
				To: 58-1111												
(1120)	0.04	230	R	From: 68-750							NA			NA		11/01/2001
				To: WCL Clarksville												
Mecklenburg County																
(1120)	0.75	230	R	From: WCL Clarksville							NA			NA		11/01/2001
				To: Dead End												
Town of Clarksville																
(1121)	0.04	60	R	From: Dead End							NA			NA		11/05/2001
				To: 58-1105												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1122)	0.17	270	G	From:	US 58				C	0.128	F	0.579	270	G	2003	
				To:	58-1108											
(1123)	0.10	100	R	From:	58-1107				NA			NA		11/05/2001		
				To:	Dead End											
(1124)	0.09	400	R	From:	58-1103				NA			NA		11/05/2001		
				To:	US 58; 9th St											
(1125)	0.31	820	G	From:	US 58				C	0.136	F	0.798	810	G	2003	
				To:	58-750											
(1126)	0.04	47	R	From:	58-750				NA			NA		11/05/2001		
				To:	58-1141											
(1127)	0.08	130	R	From:	58-1128				NA			NA		10/04/2001		
				To:	US 58											
(1128)	0.03	20	R	From:	Dead End				NA			NA		10/04/2001		
				To:	58-1130 West											
(1128)	0.20	40	R	From:	58-1130 West				NA			NA		10/04/2001		
				To:	58-1130 East											
(1129)	0.07	90	R	From:	Dead End				NA			NA		11/01/2001		
				To:	US 58											
(1130)	0.10	70	R	From:	58-1128 East				NA			NA		10/04/2001		
				To:	58-1128 West											
(1131)	0.34	360	R	From:	58-1142				NA			NA		11/01/2001		
				To:	US 58											
(1131)	0.20	190	R	From:	58-58				NA			NA		11/01/2001		
				To:	58-750											
(1132)	0.17	60	R	From:	US 58				NA			NA		11/01/2001		
				To:	58-750											
Mecklenburg County																
(1133)	0.15	50	R	From:	Dead End				NA			NA		11/01/2001		
				To:	58-750											
(1135)	0.11	30	R	From:	58-722				NA			NA		10/29/2001		
				To:	Dead End											
(1136)	0.17	80	R	From:	58-722				NA			NA		10/29/2001		
				To:	58-1137											
(1137)	0.08	60	R	From:	58-722				NA			NA		10/29/2001		
				To:	58-1136											
Town of Clarksville																
(1140)	0.09	120	R	From:	58-1108				NA			NA		11/05/2001		
				To:	58-1141											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
1141	0.15	150	R	From:	58-1126					NA			NA			11/05/2001
				To:	58-1140											
1142	0.22	100	R	From:	58-1131					NA			NA			11/01/2001
				To:	Dead End											
1143	0.30	170	R	From:	58-1142					NA			NA			11/01/2001
				To:	US 58											
1144	0.17	40	R	From:	58-1142					NA			NA			11/01/2001
				To:	58-1145											
1145	0.05	140	R	From:	58-1131					NA			NA			11/01/2001
				To:	58-1148											
1145	0.12	60	R	From:	58-1148					NA			NA			11/01/2001
				To:	58-1143											
1146	0.09	90	R	From:	58-1111					NA			NA			11/01/2001
				To:	58-1147											
1146	0.10	70	R	From:	58-1147					NA			NA			11/01/2001
				To:	Cul-de-Sac											
1147	0.05	10	R	From:	Cul-de-Sac					NA			NA			11/01/2001
				To:	58-1146											
1148	0.17	70	R	From:	58-1142					NA			NA			11/01/2001
				To:	58-1145											
1149	0.10	20	R	From:	WCL Clarksville					NA			NA			11/01/2001
				To:	58-1131											
Town of Boydton																
1201	0.06	420	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.512	420	G	2003
				To:	US 58 BUS											
1202	0.13	840	R	From:	58-1205					NA			NA			08/16/2001
				To:	US 58 BUS											
1203	0.29	60	R	From:	58-688					NA			NA			1998
				To:	NCL BOYDTON											
Mecklenburg County																
1203	0.11	60	R	From:	NCL BOYDTON					NA			NA			1998
				To:	Dead End											
Town of Boydton																
1204	0.11	200	R	From:	58-1205					NA			NA			1998
				To:	SR 92											
1204	0.06	100	R	From:	58-1206					NA			NA			1998
				To:	58-1217											
1204	0.10	60	R	From:	58-1217					NA			NA			08/16/2001
				To:	US 58 BUS											

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2Axle 3+Axle 1Trail 2Trail																
Town of Boydton																
1204	0.12	46	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	ECL BOYDTON											
Mecklenburg County																
1204	0.06	10	R	From:	ECL BOYDTON						NA			NA		08/16/2001
				To:	Dead End											
Town of Boydton																
1205	0.07	80	R	From:	58-1206						NA			NA		08/16/2001
				To:	58-707											
1205	0.24	150	R	From:							NA			NA		1993
				To:	US 58 BUS											
1205	0.08	550	R	From:							NA			NA		08/16/2001
				To:	58-1204											
1205	0.03	20	R	From:							NA			NA		08/16/2001
				To:	Dead End											
1206	0.13	250	R	From:	58-1205						NA			NA		08/16/2001
				To:	US 58 BUS											
1206	0.08	80	R	From:							NA			NA		08/16/2001
				To:	58-1204											
1207	0.06	70	R	From:	SR 92						NA			NA		08/16/2001
				To:	58-1206											
1208	0.06	70	R	From:	58-756						NA			NA		08/16/2001
				To:	US 58 BUS											
1209	0.19	120	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	ECL BOYDTON											
Mecklenburg County																
1209	0.03	100	R	From:	ECL BOYDTON						NA			NA		08/16/2001
				To:	Dead End											
Town of Boydton																
1210	0.31	30	R	From:	58-756 EAST						NA			NA		1998
				To:	58-756 WEST											
1211	0.10	70	R	From:	58-707						NA			NA		08/16/2001
				To:	Dead End											
Mecklenburg County																
1212	0.82	46	R	From:	58-707						NA			NA		08/16/2001
				To:	Dead End											
Town of Boydton																
1213	0.03	90	R	From:	58-1214						NA			NA		08/16/2001
				To:	58-756											
1214	0.10	60	R	From:	Dead End						NA			NA		08/16/2001
				To:	58-1213											
1215	0.07	20	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail								
Town of Boydton																	
(1216)	0.06	70	R	From:	58-1209					NA			NA		08/16/2001		
				To:	US 58 BUS												
(1217)	0.13	20	R	From:	US 58 BUS					NA			NA		08/16/2001		
				To:	58-1204												
(1218)	0.09	40	R	From:	58-1220 WEST					NA			NA		08/16/2001		
				To:	58-1220 EAST												
(1218)	0.08	140	R	From:						NA			NA		08/16/2001		
(1218)	0.06	210	R	To:	58-1219					NA			NA		08/16/2001		
				To:	58-707												
(1219)	0.09	48	R	From:	58-1218					NA			NA		08/16/2001		
				To:	Dead End												
(1220)	0.16	60	R	From:	58-1218 EAST					NA			NA		08/16/2001		
				To:	58-1218 WEST												
Mecklenburg County																	
(1221)	0.11	270	R	From:	US 58 BUS					NA			NA		08/16/2001		
				To:	Dead End												
(1230)	0.22	70	R	From:	SR 47					NA			NA		07/16/2001		
				To:	Dead End												
(1401)	0.56	50	R	From:	58-903					NA			NA		09/10/2001		
				To:	58-619												
Town of Brodnax																	
(1501)	0.06	220	R	From:	Dead End					NA			NA		07/23/2001		
				To:	Brunswick County Line												
Town of LaCrosse																	
(1502)	0.14	80	R	From:	0.08 MI S 58-1520					NA			NA		07/19/2001		
				To:	Dead End; Gap Terminus												
(1502)	0.10	30	R	From:						NA			NA		07/19/2001		
				To:	0.06 MI N 58-1503												
(1503)	0.02	130	R	From:	58-1511					NA			NA		07/19/2001		
				To:	58-624												
(1503)	0.13	140	R	From:						NA			NA		07/19/2001		
(1503)	0.26	720	G	To:	58-1505					C	0.089	F	0.585	720	G	2003	
				From:	58-1520												
(1503)	0.03	1200	G	From:	96%	1%	2%	0%	1%	0%	F	0.102	F	0.544	1200	G	2003
(1503)	0.16	60	R	To:	US 58					NA			NA		07/19/2001		
				From:													
(1503)	0.07	50	R	To:	58-1518					NA			NA		07/19/2001		
				To:	58-1502												
Town of Brodnax																	
(1504)	0.22	120	R	From:	58-1524					NA			NA		07/23/2001		
				To:	Brunswick County Line												

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						2Axle	3+Axle	1Trail	2Trail							
Town of LaCrosse																
1505	0.22	360	G	From	58-618					C	0.103	F	0.722	360	G	2003
				To	58-1503											
1506	0.14	50	R	From	58-624						NA			NA		07/19/2001
				To	58-1505											
1506	0.05	190	R	From							NA			NA		07/19/2001
				To	58-1512											
1506	0.07	30	R	From							NA			NA		07/19/2001
				To	Dead End											
1507	0.26	490	R	From	Dead End						NA			NA		07/19/2001
				To	58-618											
1508	0.12	250	R	From	58-1503						NA			NA		07/19/2001
				To	58-1529											
1508	0.03	100	R	From							NA			NA		07/19/2001
				To	ECL LaCrosse											
Mecklenburg County																
1508	0.06	80	R	From	ECL LaCrosse						NA			NA		07/19/2001
				To	Dead End											
Town of LaCrosse																
1509	0.10	40	R	From	Dead End						NA			NA		07/19/2001
				To	58-1523 Gap Terminus											
1509	0.08	60	R	From	Dead End; Gap Terminus						NA			NA		07/19/2001
				To	58-1507											
1510	0.31	90	R	From	SCL LaCrosse						NA			NA		07/19/2001
				To	58-1507											
1511	0.11	130	R	From	58-1503						NA			NA		07/19/2001
				To	58-1529											
1512	0.15	90	R	From	58-1506						NA			NA		07/19/2001
				To	58-1503											
1513	0.21	130	R	From	Dead End						NA			NA		07/19/2001
				To	58-1503											
1514	0.05	30	R	From	58-1520						NA			NA		07/19/2001
				To	Dead End											
Town of Brodnax																
1515	0.43	NA		From	Dead End						NA			NA		
				To	Brunswick County Line; 12-1510											
1516	0.24	70	R	From	58-1524						NA			NA		07/23/2001
				To	Brunswick County Line											
Town of LaCrosse																
1517	0.08	110	R	From	58-1520						NA			NA		07/19/2001
				To	NCL LaCrosse											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(1517)	0.02	110	R	From:	NCL LaCrosse						NA			NA		07/19/2001
				To:	US 58											
Town of LaCrosse																
(1518)	0.07	10	R	From:	58-1503						NA			NA		07/19/2001
				To:	Dead End											
(1519)	0.05	10	R	From:	Dead End						NA			NA		07/19/2001
				To:	58-1503											
(1520)	0.04	60	R	From:	WCL LaCrosse						NA			NA		07/19/2001
				To:	58-1528											
(1520)	0.06	70	R	From:							NA			NA		1998
				To:	58-1517											
(1520)	0.22	180	R	From:							NA			NA		1998
				To:	58-621											
(1520)	0.29	770	G	96%	1%	2%	0%	1%	0%	C	0.122	F	0.584	770	G	2003
				To:	58-1503											
(1520)	0.10	260	R	From:							NA			NA		1998
				To:	ECL LaCrosse											
Mecklenburg County																
(1520)	0.10	260	N	From:	ECL LaCrosse						NA			NA		1998
				To:	US 58											
Town of LaCrosse																
(1521)	0.11	260	R	From:	58-1503						NA			NA		07/19/2001
				To:	ECL LaCrosse											
(1523)	0.08	70	R	From:	58-1509						NA			NA		07/19/2001
				To:	Dead End											
Town of Brodnax																
(1524)	0.09	30	R	From:	58-1516						NA			NA		07/23/2001
				To:	58-1504											
(1525)	0.09	30	R	From:	58-1516						NA			NA		07/23/2001
				To:	58-1504											
Town of LaCrosse																
(1527)	0.04	10	R	From:	58-1512						NA			NA		07/19/2001
				To:	58-1513											
(1528)	0.07	110	R	From:	58-1520						NA			NA		07/19/2001
				To:	NCL LaCrosse											
(1529)	0.08	40	R	From:	58-1511						NA			NA		07/19/2001
				To:	58-1508											
Mecklenburg County																
(1601)	0.56	220	R	From:	Dead End						NA			NA		10/09/2001
				To:	58-1602											
(1601)	1.11	660	R	From:							NA			NA		10/09/2001
				To:	US 15											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
1602	0.27	100	R	From:	58-1601						NA			NA		10/09/2001
				To:	Dead End											
1603	0.21	60	R	From:	58-1602						NA			NA		10/09/2001
				To:	Dead End											
1604	0.51	120	R	From:	58-1601						NA			NA		10/09/2001
				To:	Cul-de-Sac											
Town of Boydton																
9253	0.05	NA		From:	Cul-de-Sac						NA			NA		
				To:	58-1201											
Mecklenburg County																
9255	0.06	70	R	From:	58-620						NA			NA		1998
				To:	58-620											
9437	0.07	120	R	From:	58-645						NA			NA		1998
				To:	58-645											
9438	0.18	430	R	From:	Cul-de-Sac						NA			NA		1998
				To:	SR 47											
9468	0.07	540	R	From:	US 58						NA			NA		11/19/2001
				To:	0.07 MN US 58											
9468	0.25	340	R	From:							NA			NA		1998
				To:	Dead End											
9469	0.20	160	R	From:	58-722						NA			NA		1998
				To:	58-722											
9530	0.40	320	R	From:	58-650						NA			NA		1998
				To:	58-650											
9534	0.32	360	R	From:	Cul-de-Sac						NA			NA		1998
				To:	58-698											
9580	0.12	250	R	From:	US 1						NA			NA		1998
				To:	0.12 MN US 1											
9580	0.32	340	R	From:							NA			NA		1998
				To:	0.44 MN US 1											
9581	0.35	500	R	From:	58-697						NA			NA		1998
				To:	58-688											
Town of Chase City																
1186	N.Boyd St	0.23	1100	G	97%	0%	1%	0%	1%	C	0.105	F	0.513	1100	G	2003
					To:	E Fifth St										
2186	Endly St	0.13	1100	G	95%	0%	3%	1%	1%	C	0.094	F	0.529	1100	G	2003
					To:	W Second St										
2186	Endly St	0.23	960	G	95%	0%	3%	1%	1%	F	0.086	F	0.503	950	G	2003
					To:	5Th St										

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							2Axle	3+Axle	1Trail	2Trail							
Town of Chase City																	
<div>3186</div>	Fourth St	0.06	340	G	From:	N Boyd St				F	0.108	F	0.618	340	G	2003	
					To:	4Th St Main St											
<div>3186</div>	Fourth St	0.07	180	G	From:	Main St				C	0.139	F	0.654	180	G	2003	
					To:	Marshall St											
<div>4186</div>	W Fifth St	0.61	650	G	From:	WCL Chase City				C	0.094	F	0.504	650	G	2003	
					To:	Old Southern R.R. Track											
<div>4186</div>	E Fifth St	0.19	2400	G	From:	Old Southern R.R Track				C	0.097	F	0.502	2400	G	2003	
					To:	N Main St											
<div>4186</div>	E Fifth St	0.07	1000	G	From:	N Main St				F	0.106	F	0.541	1000	G	2003	
					To:	Marshall St											
<div>5186</div>	Marshall St	0.21	1900	G	From:	Sycamore St				C	0.115	F	0.553	1900	G	2003	
					To:	Second St											
<div>5186</div>	Marshall St	0.23	1200	G	From:	Second St				F	0.11	F	0.623	1200	G	2003	
					To:	5Th St											
<div>6186</div>	E.Third St	0.20	330	G	From:	Endly St				C	0.102	F	0.548	320	G	2003	
					To:	N.Main St											
<div>519186</div>	W Sycamore St	0.61	390	G	From:	WCL Chase City				C	0.108	F	0.548	390	G	2003	
					To:	Madison St											
<div>519186</div>	Sycamore St	0.36	2000	G	From:	Madison St				F	0.111	F	0.512	2000	G	2003	
					To:	Main St											
<div>519186</div>	Sycamore St	0.08	1400	G	From:	Main St				F	0.125	F	0.533	1300	G	2003	
					To:	Marshall St											
<div>519186</div>	Sycamore St	0.44	550	G	From:	Marshall St				C	0.12	F	0.642	550	G	2003	
					To:	ECL Chase City											
Town of South Hill																	
<div>1301</div>	Brunswick Ave	0.16	360	G	From:	US 1 Danville St				C	0.105	F	0.625	360	G	2003	
					To:	SR 47 Atlantic St											
<div>2301</div>	Charles St	0.28	200	G	From:	Field Dr				C	0.108	F	0.636	200	G	2003	
					To:	Raleigh St											
<div>3301</div>	Danville St	0.31	1600	G	From:	Mecklenburg Ave				F	0.115	F	0.667	1600	G	2003	
					To:	Dortch St											
<div>4301</div>	Dortch La	0.18	1600	G	From:	Danville St				C	0.112	F	0.709	1600	G	2003	
					To:	Atlantic St											
<div>5301</div>	Field Dr	0.09	420	G	From:	Charles St				C	0.113	F	0.565	420	G	2003	
					To:	Pace Dr											
<div>6301</div>	Goods Ferry Rd	0.59	1500	G	From:	South Hill Ave				C	0.096	F	0.536	1500	G	2003	
					To:	Danville St											
<div>7301</div>	Lunenburg Ave	0.16	1400	G	From:	Danville St				C	0.091	F	0.578	1400	G	2003	
					To:	Atlantic St											
<div>8301</div>	Main St	0.45	1400	G	From:	Thomas St				C	0.096	F	0.723	1400	G	2003	
					To:	Mecklenburg Ave											

Virginia Department of Transportation
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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																	
8 301	Main St	0.69	2300	G	From:	Mecklenburg Ave					F	0.106	F	0.562	2300	G	2003
					To:	Maple La											
9 301	Maple St	0.07	NA		From:	Main Street					NA			NA			
					To:	US 58											
10 301	Pace Dr	0.51	1100	G	From:	Mecklenburg Ave					C	0.086	F	0.692	1100	G	2003
					To:	Mecklenburg Ave											
11 301	Raleigh Ave	0.65	930	G	From:	SR 47					F	0.099	F	0.547	920	G	2003
					To:	High St											
11 301	Raleigh Ave	0.86	670	G	From:	High St					C	0.105	F	0.632	660	G	2003
					To:	Charles St											
11 301		0.04	NA		From:						NA			NA			
					To:	Forest Lane											
12 301	Thomas St	0.15	2000	G	From:	Plank Rd					C	0.094	F	0.535	2000	G	2003
					To:	Atlantic St											
13 301	Windsor St	0.49	2600	G	From:	Mecklenburg Ave					C	0.088	F	0.692	2600	G	2003
					To:	Atlantic St											
523 301	Goodes Ferry Blvd	0.42	1400	G	From:	SCL South Hill					C	0.090	F	0.573	1400	G	2003
					To:	South Hill Ave											
523 301	South Hill Ave	0.31	1200	G	From:	Goodes Ferry Rd					F	0.103	F	0.508	1200	G	2003
					To:	First St											
523 301	South Hill Ave	0.22	1900	G	From:	First St					F	0.091	F	0.554	1900	G	2003
					To:	Danville St											
529 301	Chaptico Rd	0.46	2700	G	From:	Mecklenburg Ave					F	0.087	F	0.549	2700	G	2003
					To:	Buena Vista Circle											
529 301	Chaptico Rd	0.59	1900	G	From:	Buena Vista Cir					C	0.1	F	0.676	1900	G	2003
					To:	NCL South Hill											
2519 301	Plank Rd	0.38	2400	G	From:	Danville St					C	0.084	F	0.640	2400	G	2003
					To:	Opie St											
2519 301	Opie Rd	0.26	2700	G	From:	Plank Rd					C	0.091	F	0.658	2700	G	2003
					To:	Atlantic St											
2520 301	McCraken St	0.16	3700	G	From:	Atlantic St					C	0.094	F	0.549	3600	G	2003
					To:	Lombardy St											
2520 301	Lombardy St	0.64	3500	G	From:	McCraken St					F	0.102	F	0.552	3500	G	2003
					To:	Ferrell St											
2520 301	E Ferrell St	0.32	3900	G	From:	Mecklenburg Ave					C	0.091	F	0.554	3800	G	2003
					To:	Lombardy St											
Town of Chase City																	
	A Street		160	G	From:	Marshall St						0.120	F		170	G	2003
					To:	Fairground Dr											
	Roak St		240	G	From:	Ogburn St						0.284	F	0.548	260	G	2003
					To:	Roberts St											

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						2Axle	3+Axle	1Trail	2Trail							
<u>Town of Chase City</u>																
Virginia Ave		180	G	From:	Sunset Ln					0.093	F		190	G	2003	
				To:	Mason St											
<u>Town of South Hill</u>																
Forest Ln		630	G	From:	Green Hill Rd					0.101	F		670	G	2003	
				To:	Stockley St											
High St		160	G	From:	Raleigh Ave					0.140	F		170	G	2003	
				To:	Baker St											
Holmes St		100	G	From:	Lombardy St					0.112	F		110	G	2003	
				To:	Benton St											